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27

ANNUAL REPORT

OF THE

BUREAU OF RAILWAYS

DEPARTMENT OF INTERNAL AFFAIRS

COMMONWEALTH OF PENNSYLVANIA,

FOR THE

YEAR ENDING JUNE 30, 1901.

PART IV.

Railroad, Canal, Navigation, Telegraph and Telephone Companies.

WM. STANLEY RAY,
STATE PRINTER OF PENNSYLVANIA.
1901.

197001

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ANNUAL REPORT

OF THE

Bureau of Railways

Department of Internal Affairs.

PART IV.

RAILROAD, CANAL, NAVIGATION, TELEGRAPH AND TELEPHONE COMPANIES

FOR THE YEAR ENDING JUNE 30, 1901.

COMMUNICATION.

Department of Internal Affairs,
Harrisburg, December 1, 1901.

To His Excellency, William A. Stone,
Governor of the Commonwealth of Pennsylvania:

Sir: In compliance with the requirements of the Constitution, and the acts of the General Assembly approved, respectively, April 9, 1870, May 15, 1874, June 4, 1883, May 13, 1889, and April 19, 1897, I have the honor to present to you herewith, for transmission to the General Assembly a report of this Department, Part IV, covering the affairs of Railroad, Canal, Navigation, Telegraph and Telephone Companies for the year ending June 30, 1901.

I am very respectfully,
Your obedient servant,
JAMES W. LATTA,
Secretary of Internal Affairs.

A—8—1901

BROAD STREET STATION, PHILADELPHIA, PA.

Pennsylvania Railroad Company.

BUREAU OF RAILWAYS.

Department of Internal Affairs.

LETTER OF TRANSMITTAL.

Harrisburg, December 1, 1901.

Hon. James W. Latta, Secretary of Internal Affairs of the Commonwealth of Pennsylvania:

Sir: I have the honor to present herewith the report of the Railway Bureau for the year ending June 30, 1901, for transmission to the General Assembly, as required by law.

Very truly yours,

ISAAC B. BROWN,

Superintendent Bureau of Railways.

READING TERMINAL, 12TH AND MARKET STREETS, PHILADELPHIA.

Philadelphia and Reading Railway Company.

REPORT.

In the last ten years the number of corporations annually reporting to this Bureau has been vastly increased. The work has been multiplied on account of the increased number of corporations whose annual reports are filed here and also on account of the additional information which is now required to be given by these corporations. This additional information necessitates the expenditure of a larger amount of work in compiling and editing the annual reports of these corporations. The work of correspondence is likewise increased and more difficulty is encountered in getting the annual reports in within the time prescribed by law.

During the year covered by the report which is submitted herewith blanks have been furnished promptly to each of the steam railway, and street railway corporations as well as the telegraph, telephone and canal companies. By law, these blanks are to be forwarded on or before the first of June and the requirements of the law have been strictly complied with. In many cases it has been difficult to find the proper officers to whom these reports should be sent or delivered. This is conspicuously true in the case of those corporations whose lines have not yet been constructed. This difficulty has made it necessary to employ the services of persons to visit the cities where the home offices of these companies are supposed to be located. In a very few cases no offices or officers could be found, and, therefore, it was impossible to execute the law which requires the Department to send or furnish blanks within the specified time.

The usual, or perhaps it might be said, unusual amount of difficulty has been encountered this year in obtaining the prompt presentation of annual reports. The same story may be related as for a number of years, that it is not with the leading corporations of the Commonwealth that difficulty has been encountered. Some of these leading corporations have found it entirely impossible to compile the prodigious amount of data that the operation of their companies necessitates, and requested that they be given an extension of time beyond the 31st day of August to enable them to com-

plete their reports. In all cases the companies have been notified that this office has no power to extend the time, but that it would be satisfactory to the administration of the office if the reports were filed within a reasonable time after the day fixed by law, so, with these companies, but little difficulty has been encountered. There is a considerable number of corporations whose business is limited and whose accounts are kept in a way not at all creditable to their business management, and, therefore, those who make the annual reports have much trouble in assembling the necessary data and arranging it in proper shape for submission to this office.

In addition to these corporations whose books are not kept as they should be, there are a number of other corporations whose officers exhibit a spirit of total indifference to the mandates of the constitution and law with reference to public supervision and the making of annual reports, some of them attempting to rely upon political influences either to entirely evade the making of annual reports or to so postpone their presentation as to greatly embarrass the work of the Bureau.

The imposition of the penalty provided by the act of 1889 and its supplements has been a source of discipline to a few of the delinquent corporations. The penalty is a severe one and ought not, under any circumstances, to be imposed where there is a disposition to comply with the laws of the Commonwealth, but where there is a disposition to defy the Constitution and the law, there is but one course left and that is to impose the penalty and certify the delinquent corporations to the Attorney General for the collection of the penalty so imposed.

Lest these comments should indicate that there is a general disposition to evade the law on the question of making full and complete annual reports to this Bureau, it is proper to say that a very decided majority of the corporations doing business in Pennsylvania have manifested the most commendable and law-abiding spirit with reference to their duties to the State in making annual reports, and so far as this Bureau is informed, in obeying the laws of the State regulating the affairs of common carriers.

As before indicated, the work of the Bureau increases year by year in proportion to the increased number of corporations whose annual reports are filed and in proportion also to the increased amount of data gathered from these corporations.

During the session of the Legislature of 1901 several acts having reference to steam and street railways were passed, and as some of these enactments have caused considerable public comment, it seems proper to have them published in this annual report of the Bureau of Railways.

On page 63 of the Pamphlet Laws is a bill authorizing the construction of roads across or partly across rivers that are boundary lines between this and adjoining states:

AN ACT

To authorize railroads, heretofore or hereafter constructed to any river forming the boundary between this and any adjoining State, to be built by means of a bridge and its approaches to the middle of such river, and there connect with any railroad of such adjoining State, heretofore or hereafter constructed.

Section 1. Be it enacted, &c., That it shall be lawful for any railroad company of this State, which shall have heretofore constructed or shall hereafter construct its railroad to any river forming the boundary between this and any adjoining state, to build such railroad, with so many tracks as it shall deem necessary, by means of a bridge and its approaches, to the middle of such river, and there connect the same with any railroad of such adjoining state, heretofore or hereafter constructed, and for that purpose such company shall have all the powers conferred upon it with respect to other portions of its railroad.

Approved—The 4th day of April, A. D. 1901.

WILLIAM A. STONE.

On page 53 of the Pamphlet Laws is a bill which relates to the right of one railroad company to acquire the franchises and properties of other railroads by the purchase of stock under certain conditions:

AN ACT

To authorize and empower any railroad corporation of this Commonwealth which shall own at least two-thirds of the whole capital stock of any other like corporation of this Commonwealth, and shall have a railroad connecting with the railroad of the latter, to acquire franchises, property, rights and credits of the latter.

Section 1. Be it enacted, &c., That it shall be lawful for any railroad corporation of this Commonwealth, having a railroad connecting with that of any other like corporation, and owning at least two-thirds of the capital stock of the latter, to acquire in the manner hereinafter provided, and thereafter be possessed of, own, hold, exercise and enjoy, all the franchises, corporate property, rights and credits then possessed, owned, held or exercised, by said last mentioned vendor corporation.

Section 2. Such acquisition shall be effected in the manner and upon the conditions hereinafter stated, to wit:

First. The corporations shall, pursuant to resolution duly adopted by the directors of each, make and execute under their respective corporate seals, duly attested, an agreement providing for such acquisition and sale, specifying all essential details, terms, stipulations and conditions thereof, and particularly showing the number of outstanding shares of capital stock of the vendor corporation, the amount fixed as the price or value per share thereof, and the mode by which the respective holders shall receive payment for the same, and with a map of the railroad to be acquired thereunder, annexed and made part thereof.

Second. Said agreement, after due notice is given all directors of such corporation or corporations, shall be submitted for approval or disapproval to the stockholders of each corporation at separate meetings, either annual or special, duly convened, and if said agreement shall be approved by a majority of the stockholders of each corporation, present at such meeting, then that fact shall be certified by the secretary of each corporation under its corporate seal, and a copy of the agreement, with said certificates attached, shall be filed in the office of the Secretary of the Commonwealth; and immediately upon the filing thereof all the corporate rights, franchises and privileges, and all the corporate property, real, personal and mixed, rights and credits, owned, possessed, held, used or otherwise exercised by the vendor corporation, shall (subject, however, to full payment, in the manner prescribed by said agreement, of the stipulated price or value of the whole capital stock of said vendor corporation,) become and be vested in the acquiring corporation, subject to all the debts, liabilities and duties of said vendor corporation, and shall thereafter be possessed, held, used, exercised and enjoyed by said acquiring corporation, as fully, completely and absolutely in all respects as the same had been theretofore owned, held, exercised and enjoyed by said vendor corporation; and said acquiring corporation may also, with respect to the property so acquired, have, exercise and enjoy all the rights, powers, privileges and franchises which it has and may exercise respecting its other railroads and property. Upon the filing in the office of the Secretary of the Commonwealth of said copy of agreement and attached certificates, as herein required, the capital stock of said vendor corporation shall be wholly extinguished by payment, in the mode prescribed in said agreement, of the stipulated price or value thereof, and all certificates representative thereof shall be delivered to the acquiring corporation for immediate cancellation, and all the corporate rights, franchises, privileges and property of every kind, acquired under said agreement, shall thereafter be represented by the capital stock of the acquiring corporation, and thereupon the corporate existence of the said vendor corporation shall terminate.

Section 3. That the copy of said agreement with said certificates attacher, filed in the office of the Secretary of the Commonwealth, shall be evidence of the lawful holding of the meetings of stockholders of each corporation, and of the due approval of the said agreement as required by this act, as well as the precedent action of the directors of each approving thereof. If any stockholder or stockholders of the railroad corporation, whose franchises, corporate property, rights and credits are acquired under said agreement, shall be dissatisfied with said acquisition, and the terms and conditions thereof contained in said agreement, then it shall and may be lawful for any such stockholder or stockholders, within thirty days after the filing of said agreement in the office of the Secretary of the Commonwealth, to apply by petition to the court of common pleas of the county in which the chief office of the said last mentioned company may be situated to appoint three disinterested persons to estimate and appraise the damage, if any, which such stockholder or stockholders shall suffer or sustain by reason of the purchase and acquisition provided for by said agreement, and whose award, or that of a majority of them, when confirmed by the said court, shall be final and conclusive; and the persons, so appointed, shall also appraise the share or shares of said stockholders in the said company, at the market value thereof, without regard to any depreciation resulting from said purchase and acquisition, and the said company may, at its election, either pay to the said holder the amount of damages so found or the value of the stock so ascertained, and upon payment of the value of the stock, as aforesaid, the same shall be transferred to and be vested in said acquiring company.

Section 4. In connection with and upon consummation of such acquisition, as aforesaid, the acquiring company may issue its own then authorized capital stock or its own bonds, either or both, at not less than the par or face value thereof, to such amount as may be required by said agreement, or as may be found otherwise necessary for paying and extinguishing the outstanding capital stock and bonded indebtedness, or either, of the corporation whose rights, property and franchises are so acquired.

Approved—The 22d day of March, A. D. 1901.

WILLIAM A. STONE.

On page 62 of the Pamphlet Laws is an act which authorizes a railroad company, or rather transportation company, to acquire, hold, dispose of or guarantee stock and securities of other corporations:

AN ACT

Authorizing railroad and other transportation corporations of this State to acquire, hold, dispose of, and guarantee the stock and securities of certain other corporations of this State or elsewhere.

Section 1. Be it enacted, &c., That it shall be lawful for any railroad or other transportation corporation, created by or existing under the laws of this Commonwealth, from time to time to acquire, own and hold, pledge, sell or otherwise dispose of, the stock, bonds and other securities, or either, and to guarantee the stock, bonds and other securities, or either, of any other corporation of this Commonwealth or elsewhere, engaged in the business of transportation, either on land or water, and also of any other warehouse, storage elevator or terminal company, whose business is incidental to the business of transportation in which the purchasing or guaranteeing corporation shall be authorized to engage.

Approved—The 4th day of April, A. D. 1901.

WILLIAM A. STONE.

On page 61 of the Pamphlet Laws is found an act which it is presumed is intended to enforce the provisions of section four of Article XVII of the Constitution, relating to parallel or competing lines:

AN ACT

To enforce the provisions of section four of Article XVII of the Constitution.

Section 1. Be it enacted, &c., That no railroad, canal or other corporation of this State, or the lessees, purchasers or managers of any such railroad or canal corporation, shall consolidate the stock, property or franchises of such corporation with, or lease or purchase the works or franchises of, or hold a majority of the stock of, or in any other way control, any other railroad or canal corporation, organized under the laws of this State, owning or having under its control within this State a parallel or competing line; nor shall any officer of such railroad or canal corporation of this State act as an officer of any other railroad or canal corporation of this State, owning or having the control of a parallel or competing line; and the question whether railroads or canals are parallel or competing lines shall, when demanded by the party complainant, be decided by a jury as in other civil issues: Provided, That none of the prohibitions of this act shall apply where one railroad or canal corporation owns a majority of the stock of another railroad or canal cor-

poration, which it held before the adoption of the present Constitution, nor where a railroad corporation has further or shall further the construction of a line, parallel and competing with its own, by subscribing to a majority of the stock of a corporation organized for that purpose.

Section 2. That any violation or attempted violation of the provisions of this act may be attacked or restrained by appropriate proceedings at law or in equity, at the instance of the Commonwealth acting through the Attorney General, and that any such violation shall also constitute a misdemeanor, for which the offending corporation, as well as the president vice president and members of the board of directors participating therein, may be indicted and punished separately or collectively.

Approved—The 4th day of April, A. D. 1901.

WILLIAM A. STONE.

On page 6 of the Pamphlet Laws is found an act which authorizes the classification of boards of directors in order that the terms of all the directors may not expire at the same time:

AN ACT

To permit the classification by railroad, railway and transportation corporations of their boards of directors or managers.

Section 1. Be it enacted, &c., That it shall be lawful for the stockholders of any railroad, railway or other transportation company at any meeting, annual or otherwise, held after notice of intention to present thereto the subject of such classification, by a vote of a majority of the shares there represented, either in person or by proxy, to classify its directors or managers thereafter to be chosen into two, three or four classes, each to contain an equal number unless the board shall consist of a number which shall not be divisible into equal parts, in which case the excess which cannot thus be divided shall be added to the first class. At the next annual election of said corporation, held after such classification shall have been determined upon, directors or managers of the first class shall be elected to serve for the term of one year, and directors or managers of the second, third or fourth classes shall be elected to serve for two, three or four years, respectively. At all ensuing elections of said corporation the stockholders shall only elect the number of directors or managers necessary to take the place of those whose terms of office shall have then expired or be about to expire, and such directors or managers shall be elected for the longest term for which any class may be elected. Every vacancy which shall occur in any class of the members of the board shall be filled by the

board until the next annual election for members of the class in which such vacancy shall occur. After any corporation shall have determined upon any such classification as that herein permitted, it shall not thereafter change the same, unless with the assent of the stockholders duly expressed at a meeting properly called. All laws or parts of laws inconsistent herewith are hereby repealed.

Approved—The 9th day of February, A. D. 1901.

WILLIAM A. STONE.

On page 491 of the Pamphlet Laws provision is made establishing the conditions upon which railroads may occupy public parks, etc., by agreement with the authorities of municipal corporations:

AN ACT

Authorizing municipalities to define and fix the terms for the use of public parks, or grounds of any kind, for railroad purposes.

Section 1. Be it enacted, &c., That the municipal and other corporation or public officers, or authorities owning or having charge of any park or public grounds in cities of the first and second class, may enter into an agreement with any railroad company, maintaining and operating a railroad within this State, defining and fixing the manner, terms and conditions upon which such park or public grounds, or any portion thereof, may be used and occupied by said railroad company with its tracks and passenger station buildings.

Approved—The 7th day of June, A. D. 1901.

WILLIAM A. STONE.

Herewith is published an act found on page 531 of the Pamphlet Laws, which relates to grade crossings. In view of the fact that this Bureau has, for a number of years, advocated as fully as possible the necessity for a new law in relation to grade crossings to prevent the great destruction of life and to insure the safety of persons and property, it seems proper that this act should find a place in this report. While the act is not what has been recommended by this Bureau, it ought to enable the municipal authorities in the several counties of the Commonwealth to make a start towards the elimination of grade crossings which now exist, and to quite effectually prevent grade crossings in the future construction of railroads. By the provisions of this act it is seen that an effort is made, except in certain cases, to prevent the construction of grade crossings. Certain duties are imposed upon the courts, upon the railroads and upon the municipalities. Provision is also made for a division of the cost according to the direction which may be given by the courts, and the manner of procedure is set forth in extensio.

The thought which has controlled the utterances of the Bureau in previous reports of this office, has been that power should be given some State official to exercise supervision over all questions that arise out of grade crossings, either with reference to eliminating those now in existence or those the construction of which might be contemplated. This seems to have been the policy that has characterized legislation in other states upon this subject, nearly all the New England States and also New York State having imposed upon their Railway Commissioners certain duties relating to grade crossings, but in this State the policy now adopted by the act hereinafter quoted, seems to be to place the duties of supervision in the hands of the courts. It is probable that the interests of both the public and the railroad corporations will be safe in the hands of the judiciary, and the only particular criticism which may be made upon the act is that it is hardly possible that all the judges who may have to deal with the question of grade crossings can have the same opinion as to what should be done by the public or by the railroad corporation, while one tribunal charged with the responsibility of passing upon grade crossing questions would at least have uniformity of action and decision with it, but might be faulty in the way of equity.

Whether this law shall be faithfully executed and what results may follow from its passage, of course cannot now be determined, but that some attention has been given by the legislative branch of the Government to this important subject is gratifying, and if the present law does not accomplished all that is desired, it may lead to more effectual enactments:

AN ACT

Relating to railroad crossings of highways, and for the regulation, alteration and abolition of grade crossings, except in cities of the first and second classes.

Section 1. Be it enacted, &c., That, except as in this act elsewhere provided, all crossings, hereafter established, whether of highways by railroads or of railroads by highways, shall, except in cities of the first and second classes, be above or below the grade thereof.

Section 2. Every railroad company constructing a new line of railroad, under its chartered powers, across a highway, except in cities of the first and second classes, shall construct the same above or below the grade of the highway, unless permitted, in the manner hereinafter provided, to construct the same at grade; and such railroad company may exercise the powers, contained in its charter and the general laws, for altering the grade and location of highways in order to avoid grade crossings.

Section 3. Every municipality or other authority, heretofore constructing a highway, except in cities of the first and second classes, across an existing railroad, shall construct the same above or below the grade thereof, unless permitted, in the manner hereinafter provided, to construct the same at grade, and the cost of said work shall be paid one-half by said municipality and one-half by the railroad company owning said railroad.

Section 4. Whenever it shall be desired by any railroad company, constructing a new railroad, or by any municipality or authority, constructing a new highway, except in cities of the first and second classes, that the railroad or highway should be so constructed that the railroad and highway shall cross each other at the same grade, a petition shall be presented by the party desiring such construction to the court of common pleas of the district within which said cross-is situated, upon ten days' notice to the corporation owning said railroad or to such municipality or authority, describing the proposed construction, and setting forth the reasons that are supposed to make the same necessary or desirable; and the court of common pleas shall thereupon have jurisdiction of the parties and the subject matter of such petition, and may proceed summarily or otherwise, and upon such notice as it shall deem sufficient, to examine the matter, either by evidence, by reference to a master or to commissioners, or otherwise, and if satisfied that such construction is reasonably required to accommodate the public or to avoid excessive expense in view of the small amount of traffic on the highway or railroad, or in view of the difficulties of other methods of construction, or for other good and sufficient reasons, then it shall make an order or orders permitting such crossing at grade to be established; and it may, in such orders, in its discretion, prescribe what gates, signals or other safeguards shall be maintained by the railroad company, in addition to the signals and safeguards prescribed by statute; and all such orders shall be binding upon the parties, and shall be observed by them; all costs and expenses of the proceedings shall be ascertained and allowed by the court of common pleas, and shall be paid by such party as it shall decide, or be by it apportioned between the parties, and may be collected by execution out of said court.

Section 5. Any railroad company may, at any time, at its own cost and of its own motion, vacate and alter any crossing of its tracks at grade by a highway, except in cities of the first and second classes, by passing the highway over or under its railroad, and for this purpose may use the powers contained in its charter and the general laws for altering the location and grade of the highway: Provided, That no highway which has been constructed at grade,

by permission of the court of common pleas, shall be so altered without like permission, unless by agreement with the municipality wherein the crossing is situated.

Section 6. Any municipality, except cities of the first and second classes, may of its own motion, at any time, at its own cost, vacate and alter any railroad grade crossing of a highway, within its limits, by passing the highway over or under the grade of the railroad: Provided, That no highway which has been constructed at grade, by permission of the court of common pleas, shall be so altered without like permission, unless by agreement with the railroad company: And Provided, further, That such alteration shall not, without the consent of the railroad company, create a steeper gradient than the established gradient, in the same direction, upon the division of said railroad upon which the crossing is located. The said municipality shall, before proceeding with the work, give thirty days' notice to the railroad company of the proposed vacation, alteration and change, with plans and details thereof; and it shall be the duty of the railroad company, in case the highway is to be carried under the railroad, to protect and support the railroad tracks during the progress of the work, and in case of the failure of the railroad company so to do, the municipality may proceed to enter upon the railroad and provide for such protection and support.

Section 7. If any additional lands or rights or easements therein are necessary or required for the use of the railroad company, in making the changes hereinbefore authorized, the same may be purchased or condemned by the company owning or operating said railroad, and for that purpose the company owning or operating the railroad is hereby invested with all the powers of condemnation contained in the charters of said companies or either of them, or in the laws under which said companies or either of them is organized; such lands taken by the railroad company shall be paid for by the company acquiring them. If any addition lands or rights or easements therein are necessary or required for the changes of highways, or the location of new highways or passageways, such lands may be taken by the municipality by purchase or condemnation, and the cost of the same shall be deemed a part of the cost of the changes and alterations, and paid for in like manner as the other expenses thereof. The railroad companies interested in the proposed improvement shall have notice of any such condemnation proceedings, and the right to be heard therein, and no such purchase shall be made without the approval of the railroad company.

Section 8. In case the parties interested cannot agree upon the damages sustained by any person, through the alteration of the grade of any public highway, as aforesaid, the same shall be determ-

ined by a jury, in the court of common pleas for the district where the crossing and property are situated, upon petition brought by any party so claiming to be damaged, as aforesaid, within one year after the decree of the court shall have been rendered in the proceedings aforesaid.

Section 9. Whenever it is necessary for the safety of any railroad, operated by steam, or for the convenience or safety of the public, except in cities of the first and second classes, that a private way crossing a railroad operated by steam, shall be changed or abolished, the said railroad company shall have a right, upon petition to the court of common pleas of the district in which the same may be situated, to apply for a removal and discontinuance of the same, and the said court shall determine such question, upon the proper notice and hearing; and any party claiming damage by reason of said removal or discontinuance shall have the right to have the same determined by a jury and proper proceedings in said court of common pleas, within one year from the date of the decree of said court ordering said removal or discontinuance, and the decree of the court in such matter shall be final and conclusive.

Section 10. Nothing in this act shall prevent any railroad company from laying additional tracks at crossing previously existing, or from constructing switches and sidings and branch lines from their lines of railroad, now or hereafter constructed, to any mill, factory or other manufacturing establishment, or other industrial plant, or any elevator, wharf or pier, or gravel, marl- or clay-bed, or any mine, or from laying additional tracks to increase their yard facilities at terminal or other points, across public highways at the grade thereof, outside of the corporate limits of cities of the first and second classes; but such sign-posts and signals shall be employed for the protection of such crossings as are by law prescribed for railroad crossing of public highways.

Section 11. This act shall take effect on and after June first, one thousand nine hundred and two.

Approved—The 7th day of June, A. D. 1901.

WILLIAM A. STONE.

Through the newspapers of the Commonwealth much comment has been made upon the act found on page 523 of the Pamphlet Laws, which has reference to the incorporation and government of passenger railways either elevated or underground. As there appear to have been no railroads constructed and none in process of construction, the only good which the public has secured from the passage of this act is the amount of bonus which has been paid into the Treasury of the Commonwealth by virtue of the granting of some 300 charters under the provisions of this law. It is not likely that ten per cent.

of the companies organized under this act, to whom charters have been granted, will ever construct their lines, and in all probability the projectors will hold their franchises hoping for an opportunity to merge, to consolidate, or to sell out:

AN ACT

To provide for the incorporation and government of passenger railways, either elevated or underground, or partly elevated and partly underground, with surface rights.

Section 1. Be it enacted, &c., That any number of persons not less than five, three of whom shall be citizens of this Commonwealth, may form a company for the purpose of construction and operation of passenger railways, either elevated or underground, or partly elevated and partly underground for the transportation of passengers and with power and authority to contract for and to locally gather, carry and distribute the mails of the United States, and with power to construct such portion thereof upon the surface as may be reasonably necessary for terminals or connections between the underground and elevated sections thereof: Provided, however, that the surface so occupied shall not exceed two thousand five hundred feet in length, in any one place which said railways may be constructed and operated upon, over, under, across, through, and along any street, highway or bridge in this Commonwealth, upon which no railway incorporated under this act is already erected or constructed, and in constant daily use for the transportation of passengers, or authorized to be erected or constructed under any existing charter issued under this act, and for which permission to erect or construct the same has been obtained from the local authorities of the city, borough or township in which the same is to operate, within two years, with the privilege of occupying so much of the said streets, highways or bridges mentioned in their charter as may be necessary for the erection and operation of said railway for public use, in the conveyance of passengers, by such motive power, other than steam, as may be adopted from time to time; and said companies may build and operate on, over, under, across, through, and along streets, highways and bridges on which passenger railways are constructed or authorized to be constructed on the surface of the street and may use and occupy the surface to the extent of two thousand five hundred feet, as herein provided.

Section 2. The charter of such intended corporation shall be subscribed by at least three of the incorporators; who shall certify, in writing, to the Governor, the name of the company; the number of years the same is to continue; the length of road, as near as may be,

and the route and character of construction; the amount of capital stock of the company, which shall not be less than fifty thousand dollars for every mile of road proposed to be constructed, and the number of shares and the par value of each; the names and places of residences of the president and board of directors, who shall manage its affairs until the first annual meeting thereafter, and until others are chosen in their places. Each subscriber shall subscribe thereto his name, place of residence, and the number of shares of stock he agrees to take in said company. On compliance with the preceding provisions of this section, the articles of association shall be acknowledged by at least three of the directors, before some officer competent to take acknowledgment of deeds, and may be filed in the office of the Secretary of the Commonwealth, who shall endorse thereon the day on which they were filed, and record the same in a book to be provided by him for such purpose. Thereupon the Governor shall issue his letters patent, creating the persons who have so subscribed such articles of association, and all persons who shall become stockholders in such company, a corporation, by the name specified therein, which shall possess the powers and privileges following, namely:

First. To have succession, by its corporate name, for the period limited in its articles of association.

Second. To sue and be sued, complain and defend, in any court of law or equity.

Third. To make and use a common seal, and alter the same at pleasure.

Fourth. To take, hold, purchase, operate, lease, and convey such real and personal property, estate and franchises as the purposes of the corporation shall require.

Fifth. To appoint such officers and agents as the business of the corporation shall require.

Sixth. To make by-laws, not inconsistent with the Constitution or any existing law, for the government of its property and regulation of its affairs, and for the transfer of its stock.

Seventh. To sell or lease its road and franchises, or parts thereof, to traction or motor power companies or to other passenger railway companies, or to acquire the roads, property and franchises of other passenger railway companies, by lease or purchase. But no company incorporated under this act shall be authorized or permitted to connect its tracks with the tracks of any railroad company, incorporated under any law of this State for the transportation of both passengers and freight, nor shall the interchange of cars and continuous movement thereof between and over the tracks of any railway company incorporated under this act and such railroad company be authorized or permitted..

Section 3. Such articles of association shall not be filed and recorded in the office of the Secretary of the Commonwealth until at least twenty-five thousand dollars of stock for every mile of road proposed to be constructed shall have been subscribed thereto, and ten per centum paid thereon in good faith and in cash to the directors named in said articles of association; nor until there is endorsed thereon or annexed thereto an affidavit, made by at least three of the directors named in said articles, that the amount of stock required by this section has been in good faith subscribed, and ten per centum paid in cash thereon, as aforesaid, and that it is intended in good faith to construct and to maintain and operate the road mentioned in said articles of association, which affidavit shall be recorded with the articles of association, as aforesaid.

Section 4. Unpaid subscriptions to the capital stock of such corporations shall be payable at such times and places and in such proportions and installments as the directors shall require, of which public notice shall be given, for at least two weeks preceding the time appointed for the purpose, in one or more newspapers published in the county; and if any subscriber shall neglect to pay such installment, so called for, at the time and place appointed, he, she or they shall be liable to pay, in addition to said installment a penalty, at the rate of one per centum per month for the delay; and if the same and the additional penalty, or any part thereof, shall remain unpaid for the period of six months, he, she, or they shall, at the discretion of the directors, forfeit, for use of the company, all right, title and interest in and to every and all stock, on account of which such default in payment may be made, as aforesaid; or, the directors may bring suit to recover the amount due, together with the penalty. In the event of forfeiture, the share or shares so forfeited may be disposed of at the discretion of the president and directors, under such rules and regulations as may be prescribed by by-laws; but no forfeiture of stock shall release the owner from any liabilities or penalties incurred prior to the forfeiture. When stock shall have been paid in full, the board of directors shall cause certificates for the same to be issued to the parties entitled thereto, signed by the president and countersigned by the treasurer, and sealed with the corporate seal; which certificates shall be transferable at the pleasure of the holder on the books of the company, in person, or by attorney duly authorized, and the assignee shall thereupon be a member of such corporation. Companies incorporated under this act may issue either preferred or common stock, or both, as may be considered advisable.

Section 5. Whenever any company incorporated under this act shall, in the opinion of the directors therof, require an increased amount of capital stock, in order to complete and equip its road and carry out the full intent and meaning of its articles of association, it shall, if

authorized by a majority of the stockholders voting at a meeting called for that purpose, which call shall be in the manner provided by the Constitution and laws of this State, file with the Secretary of the Commonwealth, a certificate setting forth the amount of such desired increase, and thereafter such company shall be entitled to have such increased capital as is fixed by said certificate.

Section 6. The president and directors of any company created under this act shall have power to borrow money, not exceeding the amount of the capital stock authorized to be issued, and issue the bonds or obligations of the company therefor, in such amounts, and on and upon such terms, and at such times as the directors shall deem best, the proceeds whereof shall be expended in the construction and equipment of their railways; these bonds or obligations to be payable at such times, and at such place, and at such rate of interest, as said directors may deem best, and may secure the payment of said bonds or obligations and interest by a mortgage or mortgages on the said railways and franchises.

Section 7. The stockholders of such corporations shall hold annual meetings for the purpose of electing a president and board of directors, upon such date as may be fixed by the by-laws, and special meetings may also be called as prescribed by said by-laws. At all elections, each stockholder shall be entitled to one vote for each share of stock held in the company; but no share of stock sold within sixty days of the said election shall entitle the holder thereof to vote on the same; nor shall any proxy be received, or entitle the holder to vote, which shall have been executed more than three months preceding such election; and no stockholder shall be entitled to vote any shares, at any election, in case any arrearages of any assessment shall be due on such share or shares for more than thirty days prior to such election.

Section 8. Corporations created under this act shall, for the purpose of constructing the railways herein authorized, and the necessary stations and approaches thereto as herein provided, have the right of eminent domain, which is hereby expressly conferred, and may construct, maintain, and operate their railways, stations and approaches thereto, on, under, over, across, through and along any street, highway or bridge, or on, over, under, across, through and along lands and tenements in private ownership; and may locate, fix and determine such route for the railway as the board of directors may deem expedient, on, under, over, across, through and along any street, highway, bridge or private property, not, however, passing through any burying-grounds or place of worship; and thereon may erect, construct, establish and operate a railway, with such stations and approaches as they may deem necessary; and, in like manner, by themselves or other persons by them appointed, may enter upon and into, and occupy, take

and acquire, all land and buildings which may be necessary for the said railways, stations or approaches, or other needful buildings or appurtenances, or convenient for the construction and maintenance of the same. Such corporations, however, shall in all cases make just compensation for all property taken, injured or destroyed by the construction or enlargement of their railway. If the parties claiming compensation and the said corporation, so chartered under this act, shall not be able to agree as to the amount of compensation to be paid by reason of the construction, maintenance or operation of said road, then the court of common pleas of the proper county, upon petition of any person in interest, shall appoint five persons to view and assess the compensation due to all persons, corporations or bodies politic that have failed to agree with the corporation so chartered, by reason of the construction, maintenance and operation of the said road and its branches, or of its stations and approaches thereto, and make report thereof to the court. Any party dissatisfied with the report shall have the right to appeal to the court of common pleas in which the said report shall have been filed, and thereupon the amount of compensation shall be determined by a jury, on issues properly framed, according to the course of the common law, subject to such rules and regulations as the said court may prescribe. Where any such corporation desires to proceed with the construction or operation of its railway before the compensation shall be determined and paid, it may do so, provided it shall first give a bond to the Commonwealth of Pennsylvania, for the use of all parties interested, in such amount and with such sureties as the court of common pleas, of the proper county, having jurisdiction of the matter, may direct.

Section 9. Every company organized under this act shall maintain an office within this State for the transaction of its business, where transfers of its stock shall be made, and books kept for inspection by its stockholders or bondholders.

Section 10. Every company incorporated under this act shall have authority to use so much of the streets, highways and bridges of this Commonwealth, immediately adjacent to their tracks, as may be necessary and proper, either for the erection of stations or the proper, necessary and convenient approaches thereto, or both; but in the case of elevated roads, all stations must be on a level with the tracks; all of which, however, shall be erected and maintained and operated subject to all rules and regulations which may be made or passed by the local authorities of any city, borough or township, through which the said road may run, in regard to the same.

Section 11. Corporations incorporated under this act may construct branches and extensions, but in that case shall first file in the office of the Secretary of the Commonwealth a resolution of the board of

directors, approved by the stockholders, giving the route of such branches and extensions.

Section 12. Any company proposing to construct a railway or any branch or extension thereof, under the provisions of this act, shall in good faith commence the construction thereof within two years after the consent of the proper local authorities of the city, borough or township, within which the same is located, shall have been obtained; and the same shall be completed within five years thereafter, unless the time shall be extended by the authority aforesaid. Whenever a charter shall be granted to any corporation to build a road as provided by this act, no other charter to build a road on, over, under, across, through, or along the same streets, highways, bridges or property shall be granted to any other company, within the time during which, by the provisions of this act, the company first securing the charter has the right to commence and complete its work: Provided, That the consent of the local authorities shall be promptly applied for, and shall have been obtained within two years from the date of the charter.

Section 13. Any corporation chartered under this act shall have the right, from time to time, to increase its capital stock, and to issue and sell stock and bonds or other obligations, to such an amount and upon such terms, as shall be deemed proper to enable them to perform the duties of their organization.

Section 14. Any company incorporated under this act shall have power, by its officers and servants, to construct and operate its road as authorized by this act on, over, under, across, through, and along any turnpike or turnpikes, and to use the same for its general business; and, in addition to the space so occupied by its tracks, may occupy so much of the space on, over, under, across, through, and along such turnpikes as may be necessary for the erection of the proper stations and approaches thereto: Provided, however, That it shall make or secure compensation to the owner or owners of such turnpike for such occupation and use, in the mode provided for in section eight hereof.

Section 15. If in the construction of any railway, incorporated under this act, it shall become necessary to cross any river or rivers, creeks or water courses within this State, the said company shall have power and authority to bridge or tunnel the same. The route and method of construction, or both, as described in the charter of any company incorporated under this act, may be changed, with the consent of the local authorities of the proper city, borough or township; but, in that case, if the company shall accept such change, a resolution of the board of directors, setting out the change and the authority therefor, shall be filed in the office of the Secretary of the Commonwealth. Such change shall only be made when ratified and ap-

proved by a majority of the stockholders, voting at a meeting called for the purpose of considering such change.

Approved—The 7th day of June, A. D. 1901.

WILLIAM A. STONE.

As will be seen the above act was approved on the 7th day of June, 1901. On page 572 of the Pamphlet Laws is found a supplement to the act, as follows:

A SUPPLEMENT

To an act, entitled "An act to provide for the incorporation and government of passenger railways, either elevated or underground, or partly elevated and partly underground, with surface rights," approved June seventh, one thousand nine hundred and one, authorizing the building of an elevated or underground railway, or both an elevated and underground railway, having first obtained consent of the local authorities.

Section 1. Be it enacted, &c., That any company chartered to build either an elevated or an underground railway, under the provisions of the act entitled "An act to provide for the incorporation and government of passenger railways, either elevated or underground, or partly elevated and partly underground, with surface rights," approved June seventh, one thousand nine hundred and one, shall have power and is hereby authorized to build either an elevated or an underground railway, or both an elevated and an underground railway, over the route described in their charter, having first obtained the consent of the local authorities of the city, borough or township through which the said railway is located.

Section 2. All acts of Assembly, or parts of acts, inconsistent herewith, be and the same are hereby repealed.

Approved—The 19th day of June, A. D. 1901.

WILLIAM A. STONE.

On page 577 of the Pamphlet Laws is another supplement, or at least an act supplemental to the one approved on the 7th of June, which would seen to indicate that two things at least had been forgotten by those interested in passing the original act authorizing the construction of elevated or underground railroads. This latter supplement provides that the Governor, the Secretary of the Commonwealth and the Attorney General shall pass upon the necessity for the construction of elevated or underground railroads. This is a feature of legislation relative to the construction of railroads which has never before found its way into our enactments:

AN ACT

Providing that no company hereafter formed for the purpose of construction and operation of a passenger railway, either elevated or underground, or partly elevated or partly underground, with incidental surface rights, shall be incorporated except where the same shall be located upon the streets in thickly populated regions, and until the necessity of such railways shall have been passed upon by a board consisting of the Governor, the Secretary of the Commonwealth and the Attorney General, after notice.

Section 1. Be it enacted, &c. That hereafter no letters patent shall be issued to any company, nor shall any corporation be otherwise created, for the construction of an elevated or underground, or party elevated and partly underground, passenger railway, except the same shall be located upon, over, under, across, through or along a street, road or highway in a thickly populated locality, where the surface travel is congested; nor unless and until the necessity for the construction and operation of said railway shall have been passed on and approved by a board, consisting of the Governor, the Secretary of the Commonwealth and the Attorney General, after thirty days' public notice, published as shall be prescribed by said board.

Approved—The 20th day of June, A. D. 1901.

WILLIAM A. STONE.

On page 514 of the Pamphlet Laws is found an amendment of the street railway act of 1899, which further regulates the chartering of street railway corporations, their powers, their relations to municipalities and other street railway corporations, as follows:

AN ACT

To further amend an act, entitled "An act to provide for the incorporation and government of street railway companies in this Conmonwealth," approved the fonrteenth day of May, Anno Domini one thousand eight hundred and eight-nine and the amendments thereto, approved the twenty-first day of May, Anno Domini one thousand eight hundred and ninety-five; and providing for the length of tracks of any companies that may be used by another company; for the use by any company of streets, highways and bridges which have been abandoned or may be abandoned, or are not in use by any other companies, chartered or authorized to use the same, or which are not in constant daily use for the transportation of passengers by such companies; and for the use of streets, highways and bridges by any company, which other companies have relinquished the right to use, or which are only in temporary use, either by virtue of the provisions of any act of Assembly, or of any ordinance of Council,

or of any contract or agreement with the Commonwealth or the local authorities of any city, borough or township, and providing compensation therefor; limiting the time within which application must be made to the local authorities of any city, borough or township, within which work must be commenced and the railway completed; and providing that where a company shall receive a charter to build a road on any street or highway, no other charter shall be granted to any other company to occupy the same street or highway, until after the time given to the first company to obtain the consent of the local authorities and begin and complete its work, shall have elapsed; conferring the right to acquire property by purchase, for certain uses of the corporation.

Section 1. Be it enacted, &c., That section one of an act, entitled "An act to provide for the incorporation and government of street railway companies in this Commonwealth," approved May fourteen, one thousand eight hundred and eighty-nine, which reads as follows:

"Section 1. That any number of persons, not less than five, may form a company for the purpose of constructing, maintaining and operating a street railway, on any street or highway upon which no track is laid, or authorized to be laid or to be extended under any existing charter, with the privilege of occupying so much of any street, used or authorized to be used, under any existing charter, as is hereinafter provided, for public use in the conveyance of passengers, by any power other than by locomotives; and for that purpose may make and sign articles of association, in which shall be stated the name of the company, the number of years the same is to continue, the length of such road, as near as may be, the streets and highways upon which the said railway is to be laid and constructed, showing also the circuit of the route, the amount of the capital stock of the company, which shall not be less than six thousand dollars to every mile of road proposed to be constructed, and the number of shares of which said capital stock is to consist, and the names and places of residence of a president and not less than four nor more than twelve directors of the company, who shall manage its affairs until the first annual meeting thereafter and until others are chosen in their places; each subscriber to such articles of association shall subscribe thereto his name, place of residence and the number of shares of stock he agrees to take in said company. On compliance with the provisions of the second section of this act, such articles of association shall be acknowledged by at least three of the directors, before some officer competent to take acknowledgments of deeds, and may be filed in the office of the Secretary of the Commonwealth, who shall endorse thereon the day on which they were filed and record the same in a book to be provided by him for that purpose, whereupon the Governor shall

issue his letters patent, creating the persons who have so subscribed such articles of association and all persons who shall become stockholders in such company, a corporation by the name specified therein, and shall possess the power and privileges following, namely:

"First. To have succession by its corporate name for the period limited in its articles of association.

"Second. To sue and be sued, complain and defend, in any court of law or equity.

"Third. To make and use a common seal and alter the same at pleasure.

"Fourth. To hold, purchase and convey, subject to existing laws, such real and personal estate as the purposes of the corporation shall require, not exceeding the amount limited in the articles of association.

"Fifth. To appoint such officers and agents as the business of the corporation shall require and to allow them a suitable compensation.

"Sixth. To make by-laws, not inconsistent with the Constitution or any existing laws for the management of its property and regulation of its affairs, and for the transfer of its stock," be and the same is hereby amended so as to read as follows:

Section 1. That any number of persons, not less than five, may form a company for the purpose of constructing, maintaining and operating a street railway for public use in the conveyance of passengers, by any power other than locomotive, on any street or highway upon which no track is laid, under any existing charter, and in constant daily use for the transportation of passengers at the time of the application by another company for a charter to use such street, with the privilege of occupying so much of any other street, highway or bridge as is hereinafter provided; but whenever a charter, after the approval of this act, shall be granted to any corporation to build a road as provided by this act, no other charter to build a road on the same streets, highways, bridges or property shall be granted to any other company within the time during which, by the provisions of this act, the company first securing the charter has the right to commence and complete this work: Provided, That the consent of the local authorities shall be promptly applied for, and shall have been obtained within two years from the date of the charter; for the purpose of such formation said persons may make and sign articles of association, in which shall be stated the name of the company, the number of years the same is to continue, the length of such road, as near as may be, the streets, highways and bridges upon which the said railway is to be laid and constructed, showing also the circuit of the route, the amount of the capital stock of the company, which shall not be less than six thousand dollars to every mile of road proposed to be constructed, and the number of shares of which said capital stock is to consist, and the

names and places of residence of a president and not less than four nor more than twelve directors of the company, who shall manage its affairs until the first annual meeting thereafter and until others are chosen in their places; each subscriber to such articles of association shall subscribe thereto his name, place of residence, and the number of shares of stock he agrees to take in said company. On compliance with the provisions of the second section of this act, such articles of association shall be acknowledged by at least three of the directors, before some officer competent to take acknowledgements of deeds, and may be filed in the office of the Secretary of the Commonwealth, who shall endorse thereon the day on which they were filed and record the same in a book to be provided by him for that purpose; whereupon the Governor shall issue his letters patent, creating the persons who have so subscribed such articles of association and all persons who shall become stockholders in such company, a corporation by the name specified therein, and shall possess the powers and privileges following, namely:

First. To have succession by its corporate name for the period limited in its articles of association.

Second. To sue and be sued, complain and defend, in any court of law or equity.

Third. To make and use a common seal and alter the same at pleasure.

Fourth. To hold, purchase, operate, lease and convey such real and personal property, estate and franchises, as the purposes of the corporation shall require.

Fifth. To appoint such officers and agents as the business of the corporation shall require, and to allow them a suitable compensation.

Sixth. To make by-laws, not inconsistent with the constitution or any existing laws, for the management of its property and regulation of its affairs, and for the transfer of its stock.

Seventh. To sell or lease their road and franchises, or parts thereof, to traction or motor power companies, or to other passenger railway companies, or to acquire the roads, property and franchises of other passenger railway companies by lease or purchase.

Section 2. That section four of an act, entitled "An act to provide for the incorporation and government of street railway companies in this Commonwealth," approved the fourteenth day of May, Anno Domini one thousand eight hundred and eighty-nine, which reads as follows:

"Section 4. Any company incorporated under this act, shall have authority to construct such extensions or branches as it may deem necessary to increase its business and accommodate the travel of the public: Provided, That the act of the company authorizing any exten-

sion or branch, shall distinctly name the streets and highways on which said extension or branch is to be laid and constructed, and a copy of the minutes of said company containing said authority shall be recorded in the office of the recorder of deeds for the proper county, and an examplification of the said record shall be filed in the office of the Secretary of the Commonwealth, and no right to actually construct the same shall vest until after thirty days from the filing of said exemplification: And provided, That no extension or branch shall be constructed on any street or highway on which a track is laid or authorized under any existing charter, except as hereinafter provided," be and the same is hereby amended so as to read as follows:

Section 4. Any company incorporated under this act, shall have authority to construct such extensions or branches as it may deem necessary to increase its business and accommodate the travel of the public: Provided, That the act of the company authorizing any extensions or branches, shall name the streets, highways and bridges on which each extension or branch is to be laid and constructed, and a copy of the minutes of said company, containing said authority, shall be recorded in the office of the Recorder of Deeds for the proper county, and an exemplification of the said record shall be filed in the office of the Secretary of the Commonwealth; and no right to actually construct the same shall vest until after thirty days from the filing of said exemplification: And provided, That no extension or branch shall be constructed on any street or highway upon which a track is laid and in constant daily use for the transportation of passengers, under any existing charter, at the time of the filing of such exemplification, except as hereinafter provided.

Section 3. That section fourteen of an act, entitled "An act to provide for the incorporation and government of street railway companies in this Commonwealth," approved the fourteenth day of May, Anno Domini one thousand eight hundred and eighty-nine, as amended by an act, entitled "An act to amend an act, entitled 'An act to provide for the incorporation and government of street railway companies in this Commonwealth,' approved the fourteenth day of May, Anno Domini one thousand eight hundred and eighty-nine, increasing the length of the tracks of other companies that may be used, authorizing the carrying and distribution of mails of the United States, and the abandonment of portions of street railways," approved the twenty-first day of May, one thousand eight hundred and ninety-five, which reads as follows:

"Section 14. Any passenger railway company incorporated under this act shall have the right to use such portion of the single or double tracks of any other company incorporated under this act, and already laid down, as may be necessary either to construct a circuit upon its road or to connect with the road of any passenger railway company

already in existence, agreeing by itself or through its lessee or operating company to make such connection. The length of tracks to be used, shall be used only with the consent of the local authorities of the city, borough or township, and in no event shall exceed two thousand five hundred feet in length of street or highway; and said company shall have the right to replace, at its own expense, such tracks with new tracks and appliances necessary for the proper operation of the cars of both companies over and upon said tracks. Before any such use occurs compensation shall be paid to the corporation owning the track laid. In case of disagreement, the court of common pleas of the proper county, upon the petition of the corporation seeking the privilege, shall appoint five persons to view and assess the damages and return thereof make to the court, with the right of appeal now secured under section eight of article sixteen of the Constitution and of an act for the further regulation of appeals from assessment of damages to owners of preperty taken for public use, passed June thirteen, one thousand eight hundred and seventy-four. If such an appeal be taken, it shall be competent to pay into court the amount of such award, upon which payment the right to use said tracks shall vest, and said sum shall await the final judgment of said appeal," be and the same is hereby amended so as to read as follows:

Section 14. Any passenger railway company, incorporated under this act, shall have the right to use such portion of the single or double tracks of, or the streets, highways and bridges occupied by, any other passenger railway company or companies, incorporated under this or any general or special act, and already laid down and in constant daily use, and all of any streets, highways and bridges included in the route of any other company or companies, when the tracks are not laid down or are not in constant daily use, or are only in temporary use, as it may require, either to construct a circuit upon its road or upon any of its branches or extensions, or to connect its road with any and all its branches and extensions or with the road of any other passenger railway company. The length of tracks to be used of any other road already laid down, shall be used only with the consent of the local authorities of the city, borough or township in which the same are laid, and in no event shall exceed two thousand five hundred feet in length of street or highway, in which measurement no bridge to be crossed, or the approaches thereto, shall be included; and shall have the further right to use all bridges and the approaches thereto, in use by any other company, in addition to the two thousand five hundred feet of track thereinbefore provided for; and said company shall have the right to replace, at its own expense, such tracks with new tracks and appliances necessary for the proper operation of the cars of both companies over and upon said tracks. Before any such use occurs, compensation shall be paid or secured to any person or

corporation injured thereby. In case the parties cannot agree as to the amount of compensation to be paid, then the court of common pleas of the proper county, upon the petition of the corporation seeking the privilege, shall appoint five persons to view and assess the compensation for the use of the tracks already laid and in constant daily use, or the streets, highways or bridges on which the same are laid, whether the said corporation owning said tracks shall or shall not have the exclusive right to lay tracks in said street or highway, either by virtue of their charter or any other legislation claiming to confer such exclusive privilege. The jury so appointed shall hear the testimony, and shall make a report to the court, assessing the damages which the corporation claiming the privilege of laying or using tracks shall pay for the said privilege; and if no appeal shall be taken to the said report, the court shall, at the expiration of thirty days, confirm the said report; and the amount so fixed by the jury shall then be due and payable: Provided, however, That either party shall have a right of appeal, within the said thirty days, from the award of the jury, as now provided by law. If the damages due are to be secured, such security shall be given, in such amount, as the court having jurisdiction thereof shall direct, and shall be approved by said court; whereupon, upon such security being entered, the company so entering the same shall have the right to the immediate use of such streets or tracks. If an appeal shall be taken, it shall be competent for the party against whom an award has been made to pay into court the amount of such award, upon which payment the right to lay or use said tracks shall vest, and said sum shall await the final judgment on said appeal.

Section 4. That section fifteen of the act, entitled "An act to provide for the incorporation and government of street railway companies of this Commonwealth," approved the fourteenth day of May, Anno Domini one thousand eight hundred and eighty-nine, as amended by an act, entitled "An act to amend an act, entitled 'An act to provide for the incorporation and government of street railway companies in this Commonwealth,' approved the fourteenth day of May, Anno Domini one thousand eight hundred and eighty-nine, increasing the length of the tracks of other companies that may be used, authorizing the carrying and distribution of mails of the United States, and the abandonment of portions of street railways," approved the twenty-first day of May, Anno Domini one thousand eight hundred and ninety-five, which reads as follows:

"Section 15. No street passenger railway shall be constructed by any company, incorporated under this act, within the limits of any city, borough or township, without the consent of the local authorities thereof, nor shall any street railway be incorporated hereunder, which shall not have a continuous route from the beginning to the

end, excepting the twentyfive hundred feet authorized to be used under section fourteen as amended by the provisions of this act," be and the same is hereby amended so as to read as follows:

Section 15. No street passenger railway shall be constructed by any company, incorporated under this act, within the limits of any city, borough or township, without the consent of the local authorities thereof; nor shall any street railway be incorporated hereunder, which shall not have a continuous route, including branches and extensions, from the beginning to the end, including connections made with each other, and including the use of bridges and the approaches thereto, and the two thousand five hundred feet authorized to be used under section fourteen as amended by the provisions of this act.

Section 5. That section four of the act, entitled "An act to amend an act, entitled 'An act to provide for the incorporation and government of street railways in this Commonwealth,' approved the fourteenth day of May, Anno Domini one thousand eight hundred and eighty-nine, as amended by an act, entitled 'An act to amend an act, entitled 'An act to provide for the incorporation and government of street railway companies in this Commonwealth,' approved the fourteenth day of May, Anno Domini one thousand eight hundred and eighty-nine,' increasing the length of the tracks of other companies that may be used, authorizing the carrying and distribution of mails of the United States, and the abondonment of portions of street railway companies, approved the twenty-first day of May, Anno Domini one thousand eight hundred and ninety-five, which reads as follows:

"Section 4. Any company incorporated under the provisions of an act, entitled 'An act to provide for the incorporation and government of street railway companies in this Commonwealth,' approved May fourteenth, Anno Domini one thousand eight hundred and eighty-nine, is hereby authorized and empowered, with the consent of the authorities of the municipality within which said railway is located, to abandon any portion of its road, without prejudice to its right to operate, or to complete and operate, the remaining portion of its railway, by appropriate action by its board of directors, with the approval of a majority in value of its stockholders, upon the filing of a copy of such action, certified under the hand of its president and secretary and the seal of the company, in the office of the Secretary of the Commonwealth, and also with the proper municipal authorities," be and the same is hereby amended so as to read as follows:

Section 4. Any company incorporated under the provisions of an act, entitled "An act to provide for the incorporation and government of street railways in this Commonwealth," approved May fourteenth, Anno Domini one thousand eight hundred and eighty-nine, is hereby authorized and empowered, with the consent of the local authorities of any city, borough or township within which said railway is located,

to abandon any portion of its road, without prejudice to its right to operate, or to complete and operate, the remaining portions of its railway, by appropriate action by its board of directors, with the approval of a majority in value of its stockholders, upon the filing of a copy of such action, certified under the hands of its president and secretary and the seal of the company, in the office of the Secretary of the Commonwealth, and also with the proper local authorities. All streets, highways and bridges, or parts thereof, the use and occupation of which is thus abandoned, or which shall be deemed abandoned as hereafter set forth, and any other street, highway or bridge, or part or parts thereof, the use and occupation of which has heretofore been abandoned or discontinued, or which is only in temporary use, or which is not occupied by any railway because of the prohibition contained in any act of Assembly or any ordinance of councils, or because of any contract or agreement by and between any railway and the Commonwealth of Pennsylvania, or any railway and the local authorities of any city, borough or township, or the Commonwealth and any of the citizens thereof, or because of any ordinance of the councils of any city, borough or township, may thereafter or hereafter, with the consent of the local authorities of such city, borough or township, but not otherwise be occupied and used by any railway company chartered under this act, or by the company which has abandoned or discontinued the use thereof. Before such use shall be made of any such street, highway or bridge, compensation for the use thereof shall be made or secured to any persons or corporations having vested rights under any such act of Assembly, ordinance, contract or agreement, and injured thereby. Such compensation shall be made or secured, in the manner herein provided for by the amendment to the fourteenth section of an act, entitled "An act to provide for the incorporation and government of street railway companies of this Commonwealth," approved the fourteenth day of May, Anno Domini one thousand eight hundred and eighty-nine.

Section 6. Any company which does not, within two years from the date of its incorporation, make formal application to the local authorities of the proper city, borough or township for leave to occupy and use the streets, highways or bridges which, by its charter, it is authorized to occupy and use, and any company which heretofore has or hereafter does obtain legislative or municipal consent to occupy and use any streets, highways or bridges, and does not forthwith diligently proceed to occupy and use the same, and does not begin work within two years after such consent shall be obtained, and complete its road, as provided by its charter, within five years thereafter, and constantly daily use the same thereafter for the transportation of passengers, shall be deemed to have abandoned the right to occupy and use such streets, highways and bridges; and the same may be occupied

and used by any other company, duly chartered and obtaining consent so to do, anything in any general or special act of Assembly or municipal ordinance to the contrary, notwithstanding.

Section 7. Any railway company, incorporated under this act, shall have the right and power, if it deem it to be necessary in order to make connections with any portion of its track, whether main line, branches or extensoins, to acquire property, either by purchase or otherwise; and after acquiring such property, shall have the right to lay its track upon the same as if it were a public highway, and to connect the track, so laid upon the property so acquired, with any other portions of its track laid upon public highways adjacent thereto.

Section 8. No street passenger railway company, heretofore or hereafter incorporated under the act hereby amended, shall be authorized or permitted to connect its tracks with the tracks of any railroad company, incorporated under any law of this State for the transportation of both passengers and freight, nor shall the interchange of cars and continuous movement thereof between and over the tracks of such street passenger railway company and such railroad company be authorized or permitted.

Section 9. All acts of Assembly and parts of acts inconsistent herewith, including all local and special laws, be and the same are hereby repealed.

Approved—The 7th day of June, A. D. 1901.

WILLIAM A. STONE.

On page 1 of the Pamphlet Laws will be found the act which provides for the increase of the capital stock and indebtedness of corporations. In the laws of this Commonwealth existing before the passage of this act of 1901 above referred to, a limitation has been placed not only upon the amount of capital stock of corporations, but also upon the amount of loans which might be made by any corporation. In some cases certain corporations were not allowed to create a funded indebtedness to an amount greater than fifty per cent. of the outstanding capital stock. Other limitations have been in existence, but these now seem to have all been wiped away by the provisions of the act of 1901, and but little or nor limitation now exists with reference to the amount of funded indebtedness which may be assumed by corporations, and by this act it is understood that it applies to railways as well as to any other corporations. The indebtedness, therefore, which may be assumed by a corporation in Pennsylvania now is limited only by the amount of credit corporations may have.

If this act be wisely executed, no serious results may follow; it is submitted, however, that if its provisions are carried to their

greatest limits, the act may result more favorably to the bondholders than to the stockholders:

AN ACT

To provide for increasing the capital stock and indebtedness of corporations.

Section 1. Be it enacted, &c., That the capital stock or indebtedness, or both, of any corporation created by general or special law may, with the consent of the persons or bodies corporate holding the larger amount in value of its stock, be increased to such an amount in the aggregate of each as it shall deem necessary to accomplish and carry on and enlarge the business and purposes of the corporation. Such increase of either may be made at once, or from time to time, as the stockholders aforesaid shall determine.

Section 2. That any corporation desirous of increasing its capital stock or indebtedness, or both, as authorized by this act, shall by resolution of its board of directors, adopted by a majority of the entire number thereof, declare such purpose, and thereupon by resolution, similarly adopted, direct that the question of such proposed increase shall be submitted to the stockholders of such corporation for their consent; either,

(A). At any prescribed regular annual meeting or adjournment thereof, the notice whereof, stating inter alia that such subject would be considered thereat, shall have been published once a week for sixty days prior to such meeting in at least one newspaper published in the county, city or borough wherein the chief office or place of business of the corporation is situate. At said meeting the question shall be submitted to the stockholders, and it shall be the duty of the president and secretary of said meeting, by such agencies or methods as to them may seem meet, to ascertain whether the persons and bodies corporate holding the larger amount in value of the stock of said corporation shall have consented to such increase, and upon being so satisfied to certify in duplicate the fact, under oath duly administered: Provided, That should a stock vote be duly demanded at said meeting, it shall be the duty of the president and secretary, in ascertainment of the fact of the consent, to cause such vote to be taken at the same time and place, by the same persons and in the same manner, as the vote for directors or managers of such corporation shall be taken; or,

(B). At a special meeting of the stockholders, notice of the time, place and object of which shall have been published once a week for sixty days prior to said meeting in at least one newspaper published in the county, city or borough wherein such office or place of busi-
s situated. At such meeting thus called, or any adjournment
f, an election of the stockholders shall be taken for or against

such increase, which shall be conducted by three judges, stockholders of such corporation, appointed by the board of directors to hold said election, and if one or more of said judges be absent the judge or judges present shall appoint a judge or judges who shall act in the place of the judge or judges absent; and said judges shall respectively take and subscribe an oath or affirmation before an officer authorized by law to administer the same, well and truly and according to law to conduct such election to the best of their ability; and the said judges shall decide upon the qualifications of voters, and when the election is closed count the number of shares voted for and against such increase, and declare whether the persons and bodies corporate holding the larger amount of the stock of such corporation have consented to such an increase or refused to consent thereto, and shall make out duplicate returns of said election, stating the number of shares of stock that voted for such increase and the number that voted against such increase, and subscribe and deliver the same to one of the chief officers of said company. Each ballot shall have endorsed thereon the number of shares thereby represented, but no share or shares transferred within sixty days shall entitle the holder or holders thereof to vote at such election or meeting; nor shall any proxy be received, or entitle the holder to vote, unless the same shall bear date and have been executed within four months next preceding such election or meeting; and it shall be the duty of such corporation to furnish the judges, at said meeting, with a statement of the amount of its capital stock, with the name of persons or bodies corporate holding the same, and number of shares by each respectively held, which statement shall be signed by one of the chief officers of such corporation, with an affidavit thereto annexed that the same is true and correct to the best of his knowledge and belief.

Section 3. That it shall be the duty of such corporation, if consent is given to such increase, to file in the Office of the Secretary of the Commonwealth, within thirty days after such election, one of the copies of the certificates of the president and secretary of the annual meeting, or one of the copies of the return of such election at the special meeting hereinbefore provided for, with a copy of the resolution and notice calling the same thereto annexed; and thereafter the increase may be made at such time or times as shall be determined by the directors. Upon the actual increase of the capital stock or indebtedness of such corporation, made pursuant thereto, it shall be the duty of the president or treasurer of such corporation, within thirty days thereafter, to make a return to the Secretary of the Commonwealth, under oath, of the amount of such increase actually made; and concurrently therewith such corporation shall pay to the State Treasurer, for the use of the Common-

wealth, such bonus on the actual increase shown by said return as shall then be prescribed by law. In case of neglect or omission to make said return, such corporation shall be subject to a penalty of five thousand dollars, in addition to the bonus, which penalty shall be collected on an account settled by the Auditor General and State Treasurer as accounts for taxes due the Commonwealth are settled and collected; and the Secretary of the Commonwealth shall cause said return to be recorded in a book for that purpose and furnish a copy of the same to the Auditor General.

Section 4. Nothing in this act contained shall be construed as compelling resort to the process herein provided in the case of indebtedness contracted in the usual course of corporation business. All acts and parts of acts inconsistent with the provisions of this act are hereby repealed: Provided, however, That any proceeding for increase of capital stock or indebtedness, begun under existing law prior to and not completed at the date this act becomes effective, shall be consummated under the authority of this act if the antecedent proceeding shall have conformed to its requirements; but if such antecedent proceeding shall not have so conformed, then the proceeding shall be consummated under the provisions of the law existing prior to the passage of this act: Provided, however, That the provisions of this act shall not inure to the benefit of any railroad, canal or other transportation corporation, unless such railroad, canal or other transportation corporation shall, before claiming or using the benefits of this act, file in the office of the Secretary of the Commonwealth an acceptance of all the provisions of article seventeen of the Constitution of this Commonwealth, which acceptance shall be made by resolution adopted at a regular or called meeting of the directors, trustees or other proper officers of such railroad, canal or other transportation corporation, certified under the seal of the corporation, and a copy of which resolution, certified under the seal of the office of the Secretary of the Commonwealth, shall be evidence for all purposes.

Approved—The 9th day of February, A. D. 1901.

WILLIAM A. STONE.

DEDUCTIONS FROM THE REPORTS OF SOME OF THE LEADING CORPORATIONS, EXHIBITING THE RESULTS OF OPERATION DURING THE YEAR ENDING JUNE 30, 1901.

While there are a great many steam railway corporations in 'vania, there are, comparatively, but a few which may be de-

nominated trunk lines, and a consolidation of data showing the capitalization, operation, tonnage, etc., during the year, in order that the conditions of these leading corporations may be readily compared with each other, will be found to be fraught with interest.

Following out this line, there have been selected the Baltimore and Ohio, the Buffalo, Rochester and Pittsburg, the Central Railroad of New Jersey, the Delaware, Lackawanna and Western, the Erie, the Lake Shore and Michigan Southern, the Lehigh Valley, the New York Central and Hudson River, the New York, Chicago and St. Louis, the New York, Ontario and Western, the Northern Central, the Pennsylvania, the Pennsylvania Company, the Philadelphia and Reading, the Philadelphia, Wilmington and Baltimore, and the Pittsburg, Cincinnati, Chicago and St. Louis.

The Baltimore and Ohio Railroad Company.

This company now has an outstanding stock capitalization of $104,361,267; a funded indebtedness of $201,010,530; current liabilities of $30,262,302, or a total capitalization of $335,634,099.

Its assets are reported as follows: Cost of road, $236,279,556; cost of equipment, $31,025,872; stocks and bonds owned, $26,715,219; cash and current assets, $14,078,946; other assets, $29,241,225, or a total of assets of $337,340,818.

This company owns and operates lines of railways whose total mileage is 3,216.26, of which 381.50 is within the limits of Pennsylvania; it has in its passenger and freight service 1,144 locomotives, 693 cars in its passenger service, 54,343 freight cars and 1,622 cars devoted to the service of the company in the maintenance of its road and equipment, making a total of 56,658 cars of all kinds.

The number of its employes is 37,788, and the total compensation paid them during the year was $19,180,939.

Its passenger trains show a mileage during the year of 11,479,095, and its freight trains of 19,064,962, or a total train mileage of 30,544,057. It has carried 11,660,900 passengers, the equivalent of carrying 458,294,750 persons one mile, and the average distance of the haul of its passengers is 39 miles.

The total passenger revenue of this road was $9,054,602; the average amount from each passenger 77.6 cents; the average receipts per passenger per mile 1.9 cents, while the passenger earnings per train mile were 99.6 cents, making the passenger earnings per mile of road $3,558.09.

This great corporation has carried during the year 3,153,571 tons designated as the products of agriculture; 546,549 tons, the products of animals; 20,369,895 tons, the products of mines; 1,943,980 tons, the products of the forests; 4,781,670 tons, the products of manu-

factories; 545,640 tons of merchandise, and 2,187,208 tons of miscellaneous shipments.

The total number of tons of freight carried was 33,528,513, an equivalent of having carried 7,140,897,000 tons one mile, and the average distance of the haul of one ton was 213 miles.

The total freight revenue for the year was $35,553,872; the average amount received for each ton was $1.0604; the average receipts per ton per mile were .498 of a cent; the freight earnings per train mile were $1.871, while the freight earnings per mile of road $11,090.72.

The total passenger revenue and earnings for the year were $11,443,769; the freight revenue and earnings $35,670,662; the total earnings from operation $47,114,431; the income from other sources, including interest on bonds and dividends on stock, was $856,793, making a total of earnings and income of $47,971,224.

The expenses of this corporation during the year were, for maintenance of way and structure, $5,721,695; for maintenance of equipment, $6,104,310; for conducting transportation, $18,019,019; general expenses, $1,201,207, making a total operating expense of $31,046,231, from which it appears that the operating expenses are 65.89 per cent. of the receipts from operation.

Other expenses during the year, which were properly deductions from income were $12,236,008, making a total expenditure of $43,282,239. Dividends were paid amounting to $3,300,000, leaving a surplus for the year of $1,388,985.

In the operation of this road during the year, there have been 3 passengers killed and 100 injured; 148 employes killed and 2,037 injured; 219 other persons than passengers and employes killed and 372 injured, or a total of 370 killed and 2,509 injured.

The Buffalo, Rochester and Pittsburg.

The capitalization of this road is made up as follows: $12,000,000 of stock outstanding, $13,032,000 of bonds, $1,138,818 of current liabilities, or a total railway capital of $26,170,818.

Under the head of assets this company reports as a total cost of road $18,797,007; cost of equipment, $6,164,232; stocks and bonds owned, $1,003,670; cash and current assets, $950,895; other assets, $644,881, or a total of assets of $27,560,685.

Its mileage owned and operated is 472.08; 289.64 miles of the same being within the limits of Pennsylvania.

This company has 177 locomotives, 79 passenger cars, 10,050 freight cars and 309 cars in its own service, making a total of 10,438 cars.

Its employes number 3,315, and the total compensation paid them ·ring the year was $2,156,319.

Its passenger train mileage was 962,471; its freight train mileage 2,127,856; mixed train mileage, 31,028, making a total train mileage of 3,121,355.

The number of passengers carried during the year was 1,002,677; the number of passengers carried one mile was 34,360,229, or an average distance for each passenger of 34 miles. The total passenger revenue was $711,232; the average amount received from each passenger being 70.9 cents, the average receipts per mile 2.07 cents, the passenger earnings per train mile 80.38 cents, and the passenger earnings per mile of road $1,652.08.

This road carried during the year 150,157 tons of the products of agriculture; 35,142 tons of the products of animals; 5,536,208 tons of the products of mines; 316,155 tons of the products of forests; 303,004 tons of the products of manufactories; 80,468 tons of merchandise and 349,913 tons of miscellaneous shipments.

The number of tons of freight carried was 6,771,047, or an equivalent of having carried 875,637.083 tons one mile; the average distance for each ton was 129 miles. The total freight revenue for the year was $4,783,954, the average amount for each ton of freight being 70.65 cents, or an average receipt per ton per mile of .546 of a cent; $2.2239 of freight earnings per train mile and $10,133.78 of freight earnings per mile of road.

The passenger revenue and earnings for the year were $779.915; freight earnings and revenue $4,783,954; other earnings from operation $102,698; total earnings from operation $5,666,567; income from other sources, including interest on bonds and dividends on stock, $26,926, or a total earnings and income for the year of $5,693,493.

The expenses for the year were $570,836 for maintenance of way and structure; $694,546 for maintenance of equipment; $1,870,523 for conducting transportation and $134,372 for general expenses, making the total operating expenses for the year $3,270,277, from which it appears that the operating expenses are 57.71 per cent. of the receipts from operation.

Other expenses not properly charged to operation amounted to $1,737,912, or a total expense for the year of $5,008,189. From the surplus so left dividends were paid of $480,000, leaving a surplus for the year of $205,304.

Under the head of accidents there were no fatal casualties among passenger, and but 4 injured; among employes 10 were killed and 403 injured; of other persons 14 were killed and 24 injured, making a total for the year of 24 killed and 431 injured.

The Central Railroad of New Jersey.

Under the head of capitalization this company reports $27,251,800 of capital stock outstanding; $46,665,000 of funded indebtedness;

$5,541,579 of current liabilities, making a total capitalization of $79,-458,379.

Under the head of assets this company reports the cost of road owned as $32,510,811; cost of equipment, $16,532,044; stocks and bonds owned, $26,210,208; cash and current assets, $5,693,180; other assets, $6,799,886; or a total of assets of $87,746,129.

The mileage operated by this road during the year was 694.98, 266.94 of the same being within the limits of Pennsylvania.

In its equipment it has 405 locomotives, 483 passenger cars, 17,699 freight cars, with 584 cars devoted to its own service, making a total of 18,766 cars.

The number of employes of this company during the year were 8,378, and a total compensation was paid them of $5,401,422.

The passenger trains of this company have run during the year 3,626,356 miles; its freight trains 2,946,233 miles, and its mixed trains 138,482 miles, making its total train mileage 6,711,071.

In conducting its passenger traffic it has carried 14,178,722 passengers, an equivalent of carrying 211,926,183 passengers one mile. Its total passenger revenue was $3,302,122; the average amount received from each passenger 23,289 cents; the average receipts per passenger per mile, 1.558 cents; its passenger receipts per train mile, 85.734 cents, and its passenger receipts per mile of road $4,516.25.

In conducting its freight business it has carried 309,842 tons, the products of agriculture; 71,123 tons, the product of animals; 9,985,720 tons, the products of mines; 266,169 tons, the products of forests; 1,939,108 tons, the products of manufactories; 250,693 tons of merchandise, and 4,143,998 tons of miscellaneous shipments.

The total amount of freight carried for the year was 16,966,653 tons, an equivalent of carrying 1,348,253,713 tons one mile. The total freight revenue for the year was $12,594,246. The average amount received for each ton of freight was 74,229 cents; the average receipts per ton per mile, .934 of a cent; the freight earnings per train mile, $3.896, or a total freight earnings per mile of road of $17,099.19.

The total passenger revenue and earnings were $3,608,369; the total freight revenue and earnings, $12,594,246; other returns from operation, $218,346, or a total earnings from operation of $16,-420,961. The income from other sources, including interest on bonds and dividends on stock were $1,169,506, making a total for the year of $17,590,467.

Under the head of expenses, the disbursements for the year were $1,555,645 for maintenance of way and structure; $1,741,414 for maintenance of equipment; $5,574,211 for conducting transportation; $419,069 for general expenses, making a total operating expense of $9,290,339, from which it appears that the expense of operation of his road was 56.58 per cent. of the receipts from operation.

For other expenses than those of operation there have been paid by this company during the year $5,377,886, making a total expenditure of $14,668,225; $1,360,515 have been paid out as dividends, leaving a surplus for the year of $1,561,727.

In transporting the passengers on this road, 3 have been killed and 180 injured; of its employes, 34 were killed and 534 injured; of other persons than passengers and employes 66 were killed and 118 injured, making a total of 103 killed and 832 injured.

The Delaware, Lackawanna and Western.

$26,200,000 represent the capital stock oustanding of this corporation; $3,067,000 the bonded indebtedness; $5,873,534 the current liabilities, making a total of capitalization of $35,140,534.

The assets for the year amounted to $51,181,005, made up as follows: Cost of road, $17,325,318; cost of equipment, $8,114,201; stocks and bonds owned, $6,770,476; cash and current assets, $9,022,401, and other assets, $9,948,609.

Its mileage owned and operated is 798.14, 206.92 miles of which are within the limits of Pennsylvania.

Its equipment consists of 614 locomotives, 732 cars in the passenger service, 27,118 cars in the freight service and 934 cars devoted to its own service, making a total of 28,784 cars.

The number of employes for the year was 16,195, and the total compensation paid them was $8,092,281.

The train mileage was as follows: Miles run by passenger trains, 5,393,038; by freight trains, 6,246,784; total number of miles run, 11,639,822.

The number of passengers carried was 14,783,219, the equivalent of carrying 289,821,052 passengers one mile, the average distance per passenger being 20 miles. The total passenger revenue was $4,205,861; receipts from each passenger 28.450 cents; average receipts per passenger per mile, 1.451 cents; passenger earnings per train mile, $1.00241, and the passenger earnings per mile of road, $6,773.26.

Of the tonnage carried by this road during the year, 1,643,916 tons were the products of agriculture; 349,329 tons, the products of animals; 8,724,373 tons, the products of mines; 460,696 tons, the products of forests; 1,085,379 tons, the product of manufactories; 612,597 tons of merchandise and 1,078,877 tons miscellaneous shipments.

The total amount of freight carried was 13,955,167 tons, an equivalent of carrying 2,172,581,287 tons one mile; the average haul per ton was 156 miles. The total freight revenue for the year was $16,263,747; the average amount received for each ton of freight $1.16543; the average receipts per ton per mile, .749 of a cent; the freight earn-

to abandon any portion of its road, without prejudice to its right to operate, or to complete and operate, the remaining portions of its railway, by appropriate action by its board of directors, with the approval of a majority in value of its stockholders, upon the filing of a copy of such action, certified under the hands of its president and secretary and the seal of the company, in the office of the Secretary of the Commonwealth, and also with the proper local authorities. All streets, highways and bridges, or parts thereof, the use and occupation of which is thus abandoned, or which shall be deemed abandoned as hereafter set forth, and any other street, highway or bridge, or part or parts thereof, the use and occupation of which has heretofore been abandoned or discontinued, or which is only in temporary use, or which is not occupied by any railway because of the prohibition contained in any act of Assembly or any ordinance of councils, or because of any contract or agreement by and between any railway and the Commonwealth of Pennsylvania, or any railway and the local authorities of any city, borough or township, or the Commonwealth and any of the citizens thereof, or because of any ordinance of the councils of any city, borough or township, may thereafter or hereafter, with the consent of the local authorities of such city, borough or township, but not otherwise be occupied and used by any railway company chartered under this act, or by the company which has abandoned or discontinued the use thereof. Before such use shall be made of any such street, highway or bridge, compensation for the use thereof shall be made or secured to any persons or corporations having vested rights under any such act of Assembly, ordinance, contract or agreement, and injured thereby. Such compensation shall be made or secured, in the manner herein provided for by the amendment to the fourteenth section of an act, entitled "An act to provide for the incorporation and government of street railway companies of this Commonwealth," approved the fourteenth day of May, Anno Domini one thousand eight hundred and eighty-nine.

Section 6. Any company which does not, within two years from the date of its incorporation, make formal application to the local authorities of the proper city, borough or township for leave to occupy and use the streets, highways or bridges which, by its charter, it is authorized to occupy and use, and any company which heretofore has or hereafter does obtain legislative or municipal consent to occupy and use any streets, highways or bridges, and does not forthwith diligently proceed to occupy and use the same, and does not begin work within two years after such consent shall be obtained, and complete its road, as provided by its charter, within five years thereafter, and constantly daily use the same thereafter for the transportation of passengers, shall be deemed to have abandoned the right to occupy and [illegible] streets, highways and bridges; and the same may be occupied

and used by any other company, duly chartered and obtaining consent so to do, anything in any general or special act of Assembly or municipal ordinance to the contrary, notwithstanding.

Section 7. Any railway company, incorporated under this act, shall have the right and power, if it deem it to be necessary in order to make connections with any portion of its track, whether main line, branches or extensoins, to acquire property, either by purchase or otherwise; and after acquiring such property, shall have the right to lay its track upon the same as if it were a public highway, and to connect the track, so laid upon the property so acquired, with any other portions of its track laid upon public highways adjacent thereto.

Section 8. No street passenger railway company, heretofore or hereafter incorporated under the act hereby amended, shall be authorized or permitted to connect its tracks with the tracks of any railroad company, incorporated under any law of this State for the transportation of both passengers and freight, nor shall the interchange of cars and continuous movement thereof between and over the tracks of such street passenger railway company and such railroad company be authorized or permitted.

Section 9. All acts of Assembly and parts of acts inconsistent herewith, including all local and special laws, be and the same are hereby repealed.

Approved—The 7th day of June, A. D. 1901.

WILLIAM A. STONE.

On page 1 of the Pamphlet Laws will be found the act which provides for the increase of the capital stock and indebtedness of corporations. In the laws of this Commonwealth existing before the passage of this act of 1901 above referred to, a limitation has been placed not only upon the amount of capital stock of corporations, but also upon the amount of loans which might be made by any corporation. In some cases certain corporations were not allowed to create a funded indebtedness to an amount greater than fifty per cent. of the outstanding capital stock. Other limitations have been in existence, but these now seem to have all been wiped away by the provisions of the act of 1901, and but little or nor limitation now exists with reference to the amount of funded indebtedness which may be assumed by corporations, and by this act it is understood that it applies to railways as well as to any other corporations. The indebtedness, therefore, which may be assumed by a corporation in Pennsylvania now is limited only by the amount of credit corporations may have.

If this act be wisely executed, no serious results may follow; it is submitted, however, that if its provisions are carried to their

to abandon any portion of its road, without prejudice to its right to operate, or to complete and operate, the remaining portions of its railway, by appropriate action by its board of directors, with the approval of a majority in value of its stockholders, upon the filing of a copy of such action, certified under the hands of its president and secretary and the seal of the company, in the office of the Secretary of the Commonwealth, and also with the proper local authorities. All streets, highways and bridges, or parts thereof, the use and occupation of which is thus abandoned, or which shall be deemed abandoned as hereafter set forth, and any other street, highway or bridge, or part or parts thereof, the use and occupation of which has heretofore been abandoned or discontinued, or which is only in temporary use, or which is not occupied by any railway because of the prohibition contained in any act of Assembly or any ordinance of councils, or because of any contract or agreement by and between any railway and the Commonwealth of Pennsylvania, or any railway and the local authorities of any city, borough or township, or the Commonwealth and any of the citizens thereof, or because of any ordinance of the councils of any city, borough or township, may thereafter or hereafter, with the consent of the local authorities of such city, borough or township, but not otherwise be occupied and used by any railway company chartered under this act, or by the company which has abandoned or discontinued the use thereof. Before such use shall be made of any such street, highway or bridge, compensation for the use thereof shall be made or secured to any persons or corporations having vested rights under any such act of Assembly, ordinance, contract or agreement, and injured thereby. Such compensation shall be made or secured, in the manner herein provided for by the amendment to the fourteenth section of an act, entitled "An act to provide for the incorporation and government of street railway companies of this Commonwealth," approved the fourteenth day of May, Anno Domini one thousand eight hundred and eighty-nine.

Section 6. Any company which does not, within two years from the date of its incorporation, make formal application to the local authorities of the proper city, borough or township for leave to occupy and use the streets, highways or bridges which, by its charter, it is authorized to occupy and use, and any company which heretofore has or hereafter does obtain legislative or municipal consent to occupy and use any streets, highways or bridges, and does not forthwith diligently proceed to occupy and use the same, and does not begin work within two years after such consent shall be obtained, and complete its road, as provided by its charter, within five years thereafter, and constantly daily use the same thereafter for the transportation of passengers, shall be deemed to have abandoned the right to occupy and use such streets, highways and bridges; and the same may be occupied

and used by any other company, duly chartered and obtaining consent so to do, anything in any general or special act of Assembly or municipal ordinance to the contrary, notwithstanding.

Section 7. Any railway company, incorporated under this act, shall have the right and power, if it deem it to be necessary in order to make connections with any portion of its track, whether main line, branches or extensoins, to acquire property, either by purchase or otherwise; and after acquiring such property, shall have the right to lay its track upon the same as if it were a public highway, and to connect the track, so laid upon the property so acquired, with any other portions of its track laid upon public highways adjacent thereto.

Section 8. No street passenger railway company, heretofore or hereafter incorporated under the act hereby amended, shall be authorized or permitted to connect its tracks with the tracks of any railroad company, incorporated under any law of this State for the transportation of both passengers and freight, nor shall the interchange of cars and continuous movement thereof between and over the tracks of such street passenger railway company and such railroad company be authorized or permitted.

Section 9. All acts of Assembly and parts of acts inconsistent herewith, including all local and special laws, be and the same are hereby repealed.

Approved—The 7th day of June, A. D. 1901.

WILLIAM A. STONE.

On page 1 of the Pamphlet Laws will be found the act which provides for the increase of the capital stock and indebtedness of corporations. In the laws of this Commonwealth existing before the passage of this act of 1901 above referred to, a limitation has been placed not only upon the amount of capital stock of corporations, but also upon the amount of loans which might be made by any corporation. In some cases certain corporations were not allowed to create a funded indebtedness to an amount greater than fifty per cent. of the outstanding capital stock. Other limitations have been in existence, but these now seem to have all been wiped away by the provisions of the act of 1901, and but little or nor limitation now exists with reference to the amount of funded indebtedness which may be assumed by corporations, and by this act it is understood that it applies to railways as well as to any other corporations. The indebtedness, therefore, which may be assumed by a corporation in Pennsylvania now is limited only by the amount of credit corporations may have.

If this act be wisely executed, no serious results may follow; it is submitted, however, that if its provisions are carried to their

to abandon any portion of its road, without prejudice to its right to operate, or to complete and operate, the remaining portions of its railway, by appropriate action by its board of directors, with the approval of a majority in value of its stockholders, upon the filing of a copy of such action, certified under the hands of its president and secretary and the seal of the company, in the office of the Secretary of the Commonwealth, and also with the proper local authorities. All streets, highways and bridges, or parts thereof, the use and occupation of which is thus abandoned, or which shall be deemed abandoned as hereafter set forth, and any other street, highway or bridge, or part or parts thereof, the use and occupation of which has heretofore been abandoned or discontinued, or which is only in temporary use, or which is not occupied by any railway because of the prohibition contained in any act of Assembly or any ordinance of councils, or because of any contract or agreement by and between any railway and the Commonwealth of Pennsylvania, or any railway and the local authorities of any city, borough or township, or the Commonwealth and any of the citizens thereof, or because of any ordinance of the councils of any city, borough or township, may thereafter or hereafter, with the consent of the local authorities of such city, borough or township, but not otherwise be occupied and used by any railway company chartered under this act, or by the company which has abandoned or discontinued the use thereof. Before such use shall be made of any such street, highway or bridge, compensation for the use thereof shall be made or secured to any persons or corporations having vested rights under any such act of Assembly, ordinance, contract or agreement, and injured thereby. Such compensation shall be made or secured, in the manner herein provided for by the amendment to the fourteenth section of an act, entitled "An act to provide for the incorporation and government of street railway companies of this Commonwealth," approved the fourteenth day of May, Anno Domini one thousand eight hundred and eighty-nine.

Section 6. Any company which does not, within two years from the date of its incorporation, make formal application to the local authorities of the proper city, borough or township for leave to occupy and use the streets, highways or bridges which, by its charter, it is authorized to occupy and use, and any company which heretofore has or hereafter does obtain legislative or municipal consent to occupy and use any streets, highways or bridges, and does not forthwith diligently proceed to occupy and use the same, and does not begin work within two years after such consent shall be obtained, and complete its road, as provided by its charter, within five years thereafter, and constantly daily use the same thereafter for the transportation of passengers, shall be deemed to have abandoned the right to occupy and use such streets, highways and bridges; and the same may be occupied

and used by any other company, duly chartered and obtaining consent so to do, anything in any general or special act of Assembly or municipal ordinance to the contrary, notwithstanding.

Section 7. Any railway company, incorporated under this act, shall have the right and power, if it deem it to be necessary in order to make connections with any portion of its track, whether main line, branches or extensoins, to acquire property, either by purchase or otherwise; and after acquiring such property, shall have the right to lay its track upon the same as if it were a public highway, and to connect the track, so laid upon the property so acquired, with any other portions of its track laid upon public highways adjacent thereto.

Section 8. No street passenger railway company, heretofore or hereafter incorporated under the act hereby amended, shall be authorized or permitted to connect its tracks with the tracks of any railroad company, incorporated under any law of this State for the transportation of both passengers and freight, nor shall the interchange of cars and continuous movement thereof between and over the tracks of such street passenger railway company and such railroad company be authorized or permitted.

Section 9. All acts of Assembly and parts of acts inconsistent herewith, including all local and special laws, be and the same are hereby repealed.

Approved—The 7th day of June, A. D. 1901.

WILLIAM A. STONE.

On page 1 of the Pamphlet Laws will be found the act which provides for the increase of the capital stock and indebtedness of corporations. In the laws of this Commonwealth existing before the passage of this act of 1901 above referred to, a limitation has been placed not only upon the amount of capital stock of corporations, but also upon the amount of loans which might be made by any corporation. In some cases certain corporations were not allowed to create a funded indebtedness to an amount greater than fifty per cent. of the outstanding capital stock. Other limitations have been in existence, but these now seem to have all been wiped away by the provisions of the act of 1901, and but little or nor limitation now exists with reference to the amount of funded indebtedness which may be assumed by corporations, and by this act it is understood that it applies to railways as well as to any other corporations. The indebtedness, therefore, which may be assumed by a corporation in Pennsylvania now is limited only by the amount of credit corporations may have.

If this act be wisely executed, no serious results may follow; it is submitted, however, that if its provisions are carried to their

In addition to the expenditure for operation the company has paid out for other expenses, $17,244,034, making the total expenditure $53,398,737. A dividend was paid amounting to $5,750,000, leaving a surplus of $1,785,881.

Of the passengers which this road has carried 7 were killed and 198 injured; of its great army of employes 118 were killed and 531 injured; of other persons than passengers and employes 283 were killed and 241 injured, making a total of 408 killed and 970 injured.

New York, Chicago and St. Louis.

This corporation has a total railway capitalization or liabilities of $51,346,695; its capital stock is $30,000,000; its bonded indebtedness $19,425,000, and its other forms of indebtedness including current liabilities $1,921,695.

Its assets amount to $52,010,762, divided as follows: Cost of road owned $46,086,158; cost of equipment owned $3,720,846; cash and current assets $1,932,023; other assets $271,735.

This road owns and operates 538 miles, only 45.43 miles of which are within the limits of Pennsylvania.

In conducting its transportation for the year it has had in its service 164 locomotives, 75 passenger cars, 7,489 freight cars, and 131 cars devoted to its own service, making a total of 7,695 cars.

It has employed 4,022 persons, to whom the annual compensation paid was $2,667,312.

Its passenger trains have run 1,199,672 miles; its freight trains 4,384,243 miles; its total train mileage being 5,583,915.

The number of passengers carried earning revenue was 587,513, an equivalent to carrying 66,599,841 persons one mile; the average distance per passenger was 113 miles; in conducting its passenger service the company has received $1,131,850, being $1,926.51 from each passenger, or an average receipt per passenger per mile of 1.699 cents; the passenger earnings per train mile were $1.03773, and the total passenger earnings per mile of road $2,314.

Of the freight carried during the year 1,527,842 tons were the products of agriculture; 483,799 tons, the products of animals; 928,250 tons the products of mines; 297,509 tons, the products of forests; 740,379 tons, the products of manufactories; 162,145 tons of merchandise, and 371,374 tons of miscellaneous shipments.

The total number of tons carried was 4,511,298, an equivalent of 1,330,558,059 tons carried one mile; an average haul of a ton of freight of 295 miles. In conducting its freight business the company received $6,034,233; the average amount received for each ton of freight was $1.33758, or .454 of a cent per ton per mile. The freight earnings per train mile were $1.37635, or $11,216.05 of earnings per mile of road.

The total passenger revenue and earnings of this company for the year were $1,244,934, while its freight revenue and earnings were $6,034,233. In addition, there were other earnings from operation amounting to $13,053, making the total earnings from operation $7,292,220. The income from other sources amounted to $24,659, or a total earnings and income from operation of $7,316,879.

This company paid out in the way of operating expenses $5,522,621, divided as follows: For maintenance of way and structure $850,026; for maintenance of equipment $876,934; for conducting transportation $3,690,376, and for general expenses $105,285. The total operating expenses were 75.73 per cent. of the receipts from operation.

In addition to the expenses for operation, this company paid out for other expenses $1,129,706, making a total of disbursements of $6,652,327. From its year's operation it paid dividends of $470,000 and had left a surplus of $194,552.

In the way of accidents there were no fatalities among its passengers and but 11 injured; of its employes 13 were killed and 330 injured; of other persons 20 were killed and 30 injured, making the number of fatal accidents 33 and of non-fatal 371.

New York, Ontario and Western.

This company shows a railway capitalization of $82,155,985, divided as follows: Capital stock, $58,118,983; bonded indebtedness, $17,419,000; other forms of indebtedness, including current liabilities, $6,618,002.

Its assets for the year were $87,225,385, embracing cost of road, $66,853,391; cost of equipment, $4,434,278; stocks and bonds owned, $13,096,617; cash and current assets, $1,897,930; other assets, $943,169.

Its line of road owns and operates 480.46 miles of which 51.14 are in Pennsylvania.

It has 140 locomotives, 144 passenger cars, 6,881 freight cars, and 153 cars used only in the company's service, making a total of 7,178 cars.

Its employes number 3,025 and the annual compensation paid to them amounts to $1,805,302.

Its passenger train mileage was 885,607; its freight train mileage 1,450,958; its mixed train mileage 744,239, making its total train mileage 3,080,804.

The number of passengers carried during the year was 1,312,572, an equivalent of carrying 46,683,528 persons one mile; the average distance per passenger was 36 miles. The total passenger revenue was $855,201; the average amount received for each passenger 65.155 cents; the average receipts per passenger per mile 1.831 cents; the

passenger revenue per train mile 91.156 cents. The passenger earnings per mile of road were $2,033.23.

Of the freight transported during the year, 238,706 tons were the products of agriculture; 28,513 tons, the products of animals; 2,625,017 tons the products of mines; 74,755 tons, the products of forests; 319,453 tons the products of manufactories; 53,713 tons, merchandise, and 168,351 tons, miscellaneous shipments.

The total tonnage was 3,508,508, an equivalent of carrying 516,135,284 tons one mile, an average haul per ton of 147 miles. For conducting its freight traffic it received $4,269,307, an average receipt for each ton of feright of $1.21684, or .827 of a cent per ton per mile, and a freight earning per train mile of $2.12495. The freight earnings per mile of road were $8,885.87.

The passenger revenue and earnings of this company were $976,886; the freight revenue and earnings $4,269,307; other earnings from operation, $76,690; total earnings from operation, $5,322,883; income from other sources, $417,245, or total earnings and income, $5,740,128.

The amount paid out during the year for maintenance of way and structures was $759,915; for maintenance of equipment, $686,725; for conducting transportation, $2,046,278; for general expenses, $145,423, making the total operating expenses $3,638,341, showing that the expense of operation was 68.35 per cent. of the receipts from operation.

In addition to the expense of operation there was paid out during the year the sum of $1,222,555 for other expenses, making the total expenditures $4,860,896. While this company paid no dividends during the year, it had a surplus of $879,232.

In the way of accidents, the New York, Ontario and Western reports 1 passenger killed and 12 injured; 5 employes killed and 21 injured; 11 other persons killed and 12 injured, a total of 17 killed and 45 injured.

The Northern Central.

This railroad company properly belongs to the Pennsylvania system, but makes a separate report of its operations. It has a capitalization of $24,212,098, of which $11,462,300 are capital stock outstanding; $9,578,000 funded indebtedness and $3,171,798 other indebtedness including current liabilities.

The total amount of assets was $27,837,340, made up as follows: Cost of road, $15,997,133; cost of equipment, $4,980,284; stocks and bonds owned, $4,681,793; cash and current assets, $1,427,912; other assets $750,218.

This road owns and operates 381.06 miles; 230.74 miles of which are within the limits of this State.

This company has in its service as equipment 191 locomotives, 160 passenger cars, 9,806 freight cars and 431 cars devoted to its own use, making a total of 10,397 cars.

The men on its pay roll number 5,839, and the compensation paid them during the year was $3,206,238.

The train mileage of the Northern Central during the year was 5,048,356, divided between passenger trains and freight trains as follows: Passenger trains, 1,838,784 miles; freight trains, 3,209,572 miles.

The total number of passengers carried was 4,471,047, an equivalent of carrying 62,089,167 passengers one mile. The average distance of the haul of one passenger was 14 miles; the total passenger revenue was $1,360,098. The average receipts from each passenger were 30.420 cents, and the average receipts per passenger per mile were 2.191 cents. This is a much higher rate than obtains for the transportation of passengers on most of the leading railroads reporting to this office. The passenger earnings per train mile were 91.232 cents, and the passenger earnings per mile of road were $4,402.35.

The tonnage was as follows: Products of agriculture, 2,186,477 tons; products of animals, 390,724 tons; products of mines, 9,373,883 tons; products of forests, 1,263,447 tons; products of manufactories, 2,955,274 tons; merchandise 230,095 tons, and miscellaneous shipments 99,655 tons.

The total number of tons of freight carried was 16,499,555. When reduced to a single mile basis this is an equivalent of carrying 1,083,-152,009 tons one mile, an average haul of one ton of 66 miles. The freight revenue was $6,133,479; the average receipts per ton 37.174 cents; the average receipts per ton per mile .566 of a cent; the freight earnings per ton per train mile $1,911. A deduction from these figures shows that the average freight earnings per mile of road were $16,095.83.

The total passenger revenue and earnings of this road were $1,677,-559; the freight revenue and earnings $6,133,479; other earnings from operation, $185,135; total earnings from operation, $7,996,173; income from other sources, including interest on bonds and dividends on stocks owned, $704,163, making a grand total of earnings and income of $8,700,336.

The expenses of this road in conducting the business for the year are classified as follows: For maintenance of way and structure, $1,-060,514; for maintenance of equipment, $1,328,615; for conducting transportation, $3,052,825; for general expenses, $157,511; total operating expenses, $5,599,465. These figures show that the operating expenses of this company were 70.03 per cent. of the total receipts from operation.

The other disbursements of the company during the year exclusive

of expense of operation were $2,203,047, making the total expenditure $7,802,512. A dividend of $916,980 was paid, leaving a deficit for the year of $19,155.

In the way of accidents, although the Northern Central is a great carrier of passengers, there have been none killed during the year and but 4 injured; of its employes 6 were killed and 71 injured; of other persons 15 were killed and 17 injured, making a total of 21 fatal accidents and 92 non-fatal.

The Pennsylvania.

In considering the details and operations of this company during the year, it should be remembered that the figures here given do not cover any of the operations of the Pittsburg, Cincinnati, Chicago and St. Louis or of the Pennsylvania Company, and only cover the lines east of Pittsburg and Erie. They also exclude the Northern Central and Cumberland Valley, and the Philadelphia, Wilmington and Baltimore, each of these companies making separate operating reports.

The capitalization of the Pennsylvania Railroad for the year covered by this report was $354,716,174, divided as follows: Capital stock outstanding, $206,163,995; funded indebtedness, $83,537,840; other forms of indebtedness, including current liabilities, $65,014,339.

Last year the amount of stock reported outstanding was $151,522,870. It will therefore be seen that there has been a material increase in the capital stock of this company and that the increase in the total capitalization is due to the increase in the capital stock rather than to the increase in the funded indebtedness and current liabilities. The vast improvements which are being made along the lines of this railroad show very clearly to what uses the money derived from the increase in the capital stock of this corporation is devoted.

The construction of the massive bridge across the Susquehanna river west of Harrisburg shows the spirit of improvement which characterizes the management of this great corporation. This bridge is in many ways the greatest that has ever been constructed on this continent, or in fact in the world, and will certainly be ready for use early in the coming year.

The extensive improvements that have been made and are being made on the many lines of the road both east and west of Harrisburg, and in the crossing of the Allegheny mountains, bear most positive evidence as to the policy which controls the action of the Board of Directors of this corporation.

There is an introduction of every improvement, and these improvements extending to every detail of construction that the most successful and conservative engineers can recommend, in order that the Pennsylvania Railroad shall be up on the advance lines of everything that constitutes a first class railroad company.

It is a fact which cannot be gainsaid, and of this the citizens of Pennsylvania have a just reason to be proud, that there is no corporation either in this or in any other country that can excel this railroad in all that goes to conserve the interests of the public, either in the facilities for transportation of commodities or in the convenience, safety and comforts which are offered to the public in its passenger service.

The assets of the Pennsylvania Railroad Company for the year covered by this report amount to $381,527,836, classified as follows: Cost of road owned, $78,186,904; cost of equipment owned, $42,978,824; stocks and bonds owned, $185,774,304; cash and current assets, $45,827,103; other assets, $28,760,701.

The significant features of the table of assets, as reported by this company are that they exihibit the wonderful magnitude of this corporation from a financial standpoint, as when placed in comparison with the figures showing the assets of this company twenty-five years ago, they clearly indicate its steady growth financially, and that expansion through leasing, purchase, mergers and consolidation has played no small part in its operations. The ownership of $184,000,000 of stocks and bonds of other corporations, this amount being more than double the cost of road owned, is unquestionable evidence of the expansion tendencies of the Pennsylvania Railroad Company.

In considering the mileage of this road it must not be forgotten that this mileage does not include the Northern Central, the Cumberland Valley, the Philadelphia, Wilmington and Baltimore, or any of the railroads connected with the Pennsylvania Company west of Erie and Pittsburg.

The total mileage reported for the year covered by this report was 3,672.50, 2,912.82 of which is within the limits of Pennsylvania. Last year the total amount of mileage was 2,810.25.

The equipment of this road is classified as follows: Locomotives 2,141, passenger cars 1,935, freight cars 95,724, cars devoted to the service of the company in maintaining its road 5,080, total number of cars in service 102,739.

The number of employes for the year was 72,193, to whom there was paid during the year $41,856,462.

The train mileage was 45,003,937, of which 18,766,821 represents the number of miles run by passenger trains and 26,237,116, the number of miles run by freight trains.

In the passenger service of this company there were carried 43,840,123 persons, an equivalent of carrying 980,248,549 passengers one mile; the average distance of the haul of a passenger was 22 miles; the total passenger revenue was $19,525,446; the average amount received from each passenger was 44.538 cents; the average receipts per passenger per mile 1.992 cents; the passenger earnings per train mile

$1.28022; the total passenger earnings per mile of road are therefore found to be $6,540.24.

Comparing these figures with those disclosed by the report for the year ending June 30, 1900, it is found that the number of passengers carried that year was 39,793,708; also that the average distance of the haul of a passenger was 22 miles, the same as this year, and that the total passenger revenue was $16,925,492, showing an increase of more than two and one-half millions of dollars during the year from passenger service alone. Last year the average amount received per passenger was 42.5 cents; this year, as above indicated, it was 44.5 cents.

This road carried during the year 4,931,503 tons, the products of agriculture; 1,796,135 tons, the products of animals; 54,566,907 tons, the products of mines; 3,980,231 tons, the products of forests; 15,307,-293 tons, the products of manufactories; 447,931 tons of merchandise, and 1,778,063 tons of miscellaneous shipments.

The total number of tons of freight carried was 82,798,063, an equivalent of carrying 12,542,245,783 tons one mile; the average haul of a ton of freight was 151 miles; the total freight revenue for the year was $70,508,266; the average amount received for each ton of freight was 85.157 cents; the average receipts per ton per mile .562 of a cent; the freight earnings per train mile were $2.68735, and the earnings per mile of road were $19,193.76.

Last year the total number of tons of freight carried was 79,973,667; the average haul of a ton was 144 miles; the total freight revenue $57,966,361, and the average receipts per ton per mile .504 of a cent.

This year the passenger revenue and passenger earnings were $24,-025,589; the freight revenue and earnings $70,508,266; other earnings from operation, $1,352,329; total earnings from operation, $95,886,184; income from other sources, including interest on bonds, dividends on stock, rentals, etc., $5,787,273, making a grand total of earnings and income of $101,673,457, as against $85,972,704 last year.

This company paid out during the year $12,081,154 for maintenance of way and structure; $14,425,808 for maintenance of equipment; $33,-403,719 for conducting transportation. In addition to this there was paid under the head of general expenses $2,203,451, making a total of $62,114,132. From these figures it is seen that the operating expenses of the Pennsylvania Railroad Company for the year were 64.78 per cent. of the receipts from operation.

In addition to the expenses for operation this company paid out $28,742,003, making the total expenditures $90,856,135. A dividend of $9,089,078 was paid to its stockholders, and it had left after transacting the business of the year a surplus of $1,728,244.

This year there were 28 passengers killed and 524 injured. This is an increase in both fatal and non-fatal accidents among passengers, proper consideration having been given to the fact that a much larger

number was carried this year than last, as in last year's report the number of passengers killed was 2 and the number injured 378. This year the number of employes killed was 217; last year 216. This is a somewhat favorable showing, owing to the fact that a very much larger number of employes have been engaged in the service of the company, from which we might reasonably expect an increase in the number of accidents. This year the number of injured among employes was 4,733; last year it was 3,871. Of other persons, this year's report shows 392 killed and 557 injured; last year the number was 313 killed and 483 injured. The total number of fatal accidents this year was 637 and of non-fatal 5,814; last year the number of fatal accidents was 531 and of non-fatal 4,732.

The Pennsylvania Company.

The Pennsylvania Company is a separate corporation from that of the Pennsylvania Railroad, and while both companies are under the same general management a separate corporate existence is maintained and separate operating accounts are kept. It appears that the Pennsylvania Company is in immediate control of all the Pennsylvania lines west of Pittsburg except the Pittsburg, Cincinnati, Chicago and St. Louis, which is also a part of the Pennsylvania system, but whose operations are not included in either the report of the Pennsylvania Railroad Company or of the Pennsylvania Company. The operations of the balance of the Pennsylvania lines west of Pittsburg are embraced in the reports of the Pennsylvania Company.

This company has a capitalization of $70,255,482, divided as follows: Capital stock $21,000,000; bonds outstanding $38,512,718; other forms of indebtedness including current liabilities $10,742,764.

The company has assets amounting to $76,861,148, made up as follows: Cost of road, $1,446,591; cost of equipment, $7,935,447; stocks and bonds owned, $50,451,659; cash and current assets, $6,118,490; other assets, $10,908,961.

The noticeable features of this classification of assets are the comparatively small amount reported as costs of road and equipment, and the large amount reported as representing stocks and bonds owned.

The mileage operated by the Pennsylvania Company was 1,395.62, 278.47 miles of which are in Pennsylvania. The Pennsylvania Company itself does not own any railroad.

The number of locomotives used by this company in operating the lines of the subsidiary companies was 553; the number of cars in passenger service 489; in freight service 44,983; cars devoted to the use of the company in maintaining its system 378; the total number of cars 45,850.

On its pay rolls it carried during the year the names of 18,484 persons and to these it paid $10,344,177.

The total amount of train mileage for the year was 13,972,799, of which 5,345,373 miles were run by passenger trains and 8, 627,426 by freight trains.

The total number of passengers carried was 7,681,823. When reduced to a single mile basis this is found to be an equivalent of carrying 211,682,018 persons one mile. The average haul of a passenger was 28 miles; the total passenger revenue $4,425,858; the average amount received from each passenger 57.615 cents; the average receipts per passenger per mile 2.091 cents. From this it appears that the Pennsylvania Railroad Company, through the Pennsylvania Company, receives a somewhat larger rate per passenger per mile on its lines west of Pittsburg than it does on those east of Pittsburg. The passenger earnings per train mile were $1,09393; the passenger earnings per mile of road $4,206.70.

In the general classification of freight provided for in the blanks furnished each company, in which annual reports are made, it is found that the Pennsylvania Company carried 2,314,178 tons, the products of agriculture; 431,946 tons, the products of animals; 27,449,962 tons, the products of mines; 1,292,237 tons, the products of forests; 10,177,-404 tons, the products of manufactories; 138,344 tons of merchandise, and 485,281 tons of miscellaneous shipments.

The total tonnage for the year was 42,649,352, an equivalent of carrying 3,294,794,521 tons one mile. The average distance of the haul of one ton was 77 miles; the total freight revenue $19,411,613; the average amount received for each ton of freight 45,514 cents; the average receipts per ton per mile .589 of a cent; the freight earnings per train mile $2.25257, and the freight earnings per mile of road $13,981.12.

Assembling the figures showing the receipts from passenger and freight transportation, it is found that this company received as passenger revenue and earnings $5,849,469; as freight revenue and earnings, $19,433,893; other earnings from operation, $336,981; total earnings from operation, $25,618,343; income from other sources, including interest on bonds and dividends on stocks, rentals, etc., $3,165,727, making the total earnings and income, $28,784,070.

The operating expenses of the Pennsylvania Company during the year were $17,089,541, of which amount $3,607,177 were paid for maintenance of way and structure; $4,089,507 for maintenance of equipment; $8,944,240 for conducting transportations; $448,617 for general expenses. The total amount paid for operating expenses, $17,089,541, is 66.71 per cent. of the total receipts of the company from operation.

In addition to the expenses for operation this company paid out for other expenses not properly charged to operation, $9,400,327, making a total of operating and other expenses of $26,489,868.

While this company had a surplus as a result of its operations for the year of $2,294,202, no dividends appear to have been paid.

The number of passenger carried this year on the Pennsylvania Company road was much larger than in previous years, and the results of the year's operations as to accidents were not so favorable as for the preceding year. Last year the number of fatal accidents was 2, and of non-fatal 57 in the case of passengers; this year, the number of passengers killed was 7, and the number injured 60. Last year 59 employes were killed and 2,558 injured; this year the number killed was 47, and the number injured, 1,544. The accidents to employes would indicate an improved condition. A larger number of employes have been on the rolls and more passengers and more freight carried than in the previous year, and yet the accidents to employes have been in a marked degree less. Last year the number of other persons killed was 80, and injured 130; this year, the number killed was 94, and the injured 163. Last year the total number of killed was 141, and injured 2,745; this year the number killed was 148, and 1,767 injured.

Philadelphia and Reading.

The Philadelphia and Reading Railway Company presents a report for the year ending June 30, 1901, which, a few years ago, would scarcely have been prophesied by the most ardent admirers of that corporation, and, therefore, the following figures relating to its capitalization, indebtedness and operations for the year are fraught with unusual interest.

Its total capitalization is $96,945,115, of which $20,000,000 are capital stock outstanding, $67,683,952 are bonded indebtedness; $9,261,163 are other forms of indebtedness and current liabilities.

The assets of this company amount to $98,513,290; of this amount, $80,582,838 represent the cost of road and equipment; $4,198,959 cash and current assets; $13,731,493 other assets; last year the total amount of assets was $97,244,286.

Last year the total amount of mileage owned and operated by this company was 951.21; this year the amount was 1,002.90, of which 945.05 miles are within the State of Pennsylvania.

The equipment of the company this year was as follows: 878 locomotives, 803 passenger cars, 34,189 freight cars, 951 cars devoted to the company's service, making a total of 35,943 cars. Last year the number of cars in service was 34,188.

The number of employes this year was 17,884; last year, 17,746. The amount of compensation paid them this year was $10,529,795; last year, $10,049,630.

The toatl train mileage this year was 17,348,876; last year it was 17,147,118. Of the train mileage this year, 5,866,498 miles were

run by passenger trains, and 11,134,349 by freight trains, and 348,029 by mixed trains.

The number of passengers carried this year was 22,697,295, an equivalent of carrying 284,286,512 passengers one mile; the average distance each passenger was carried was 13 miles. Last year the total number of passengers carried was 21,910,349, an equivalent of carrying 275,418,845 persons one mile.

The total passenger revenue this year was $4,561,393; last year it was $4,437,850. This year the average amount received from each passenger was 20.097 cents; the average receipts per passenger per mile, 1.605 cents; the passenger earnings per train mile, 77.753 cents; the passenger earnings per mile of road, $5,019.83.

The total number of tons of freight transported during the year were 30,077,465; this reduced to a single mile basis is equivalent to carrying 2,729,971,226 tons one mile, and an average haul of one ton 91 miles.

Last year the total number of tons carried was 29,404,893, an equivalent of carrying 2,648,336,764 tons one mile, and an average haul of one ton 90 miles.

The tonnage of freight for the year covered by this report is classified as follows: 1,919,090 tons, the products of agriculture; 387,196 tons, the products of animals; 19,722,193 tons, the products of mines; 989,373 tons, the products of forests; 3,890,362 tons, the products of manufactories; 1,891,005 tons of merchandise; and 1,278,246 tons of miscellaneous shipments.

The total freight revenue for this year was $22,470,735; last year the total freight revenue was $21,121,805. The average amount received for each ton of freight this year was 74.710 cents; the average receipts per ton per mile, .823; the freight earnings per train mile, $1.95698, and the freight earnings per mile of road, $22,405.76. Last year the freight earnings per mile of road were $22,205.20.

The total passenger revenue and earnings this year were $5,034,388; freight revenue and earnings, $22,470,735; other earnings from operation, $147,308; total earnings from operation, $27,652,431; the income from other sources, $726.748, making the total earnings and income, $28,379,179. Last year the total earnings and income were $26,924,157.

The operating expenses of the Philadelphia and Reading this year were $15,742,920; last year, $14,534,065. The expenses this year are classified as follows: Maintenance of way and structure, $2,602,166; maintenance of equipment, $3,475,569; conducting transportation, $8,646,621; general expenses, $1,018,564. The operating expenses for the year year were 56.93 per cent. of the receipts from operation. This small percentage is the significant feature of the report of the Philadelphia and Reading this year, there being but

one other of the greater railway corporations reporting to this office whose percentage is so small. This company is the Central Railroad Company of New Jersey, which is practically under the same management as the Philadelphia and Reading.

In addition to the expenses from operation, other expenses were incurred during the year amounting to $12,069,638, making a total of operating and other expenses of $27,812,558; last year, this amount was $26,178,847. There were no dividends paid during the year, but a surplus is shown of $566,621. Last year the surplus was $745,309.

In the way of accidents this year, 16 passengers have been killed and 215 injured; last year there were 3 killed and 40 injured. This exhibits an unfortunate result of the year's operations with regard to accidents among passengers. Of employes, there were 65 killed this year and 642 injured; last year, 55 killed and 582 injured; of other persons there were killed this year 138 and injured 161; last year 137 killed and 155 injured. The total number of killed this year was 219, and of injured 1,018; last year the total number killed was 195 and injured 777.

Philadelphia, Wilmington and Baltimore.

This road is a part of the Pennsylvania system, but makes separate operating reports. For the year ending June 30, 1901, its total capitalization was $22,034,839, classified as follows: Capital stock, $11,819,350; total amount of funded debt outstanding, $4,930,000; other forms of indebtedness, including current liabilities, $5,285,489. Last year the total railway capitalization of this company was $20,708,902.

The total assets as reported this year were $26,809,273; last year the total amount of assets was $25,290,940. The assets this year embrace $15,871,428, cost of road and equipment; $5,423,592, stocks and bonds owned; $4,093,696, cash and current assets, and $1,420,577, other assets.

The mileage reported for this year was 703.89, 109.72 miles of which are within the State. Last year the total mileage was 670.46.

The equipment this year consisted of 229 locomotives; last year the number was 225; this year 391 cars in passenger service, 3,903 in freight service and 584 in the company's service, making a total of 4,878 cars. Last year the total was 4,874.

On its pay rolls this year the company had 7,767 persons, to whom there was paid $4,209,996; last year the number of employes was 7,397, and the amount paid them $4,188,206.

The total train mileage was 7,308,106. The miles run by passenger trains were 4,785,645; by freight trains, 2,522,461. There are but few

railroad companies whose passenger train mileage exceeds the freight train mileage, and it must be assumed, therefore, that this road is conspicuously a passenger road.

The number of passengers carried during the year was 9,309,780, an equivalent of carrying 246,947,496 passengers one mile, the average distance of the haul of a passenger being 27 miles. Last year the number of passengers carried was 8,933,984, an equivalent of carrying 234,491,635 persons one mile, the average haul of a passenger being 26 miles.

This year the total passenger revenue was $4,949,451; last year it was $4,690,743. This year the average amount received per passenger was 53.164 cents; the average receipts per passenger per mile, 2.004 cents; the passenger earnings per train mile, $1.21864; the passenger earnings per mile of road, $8,285.34. Last year the passenger earnings per mile of road were $8,261.86.

The total number of tons of freight carried this year was 9,536,-629, an equivalent of carrying 496,603,039 tons one mile, the average haul per ton being 52 miles. Last year the total number of tons carried was 9,222,085, an equivalent of 480,209,563 tons carried one mile.

The freight carried this year was classified as follows: 1,902,405 tons, the products of agriculture; 420,341 tons, the products of animals; 3,949,640 tons, the products of mines; 1,210,200 tons, the products of forests; 2,568,271 tons, the products of manufactories; 62,852 tons of merchandise; 232,920 tons of miscellaneous shipments.

The total freight revenue for the year was $5,622,561; the average amount received for each ton of freight being 58.958 cents; the average receipts per ton per mile 1.132 cents; the freight earnings per train mile, $2.229; the freight earnings per mile of road, $7,987.84; last year the freight earnings per mile of road were $7,964.08.

The passenger revenue and earnings this year were $5,831,971; freight earnings and revenue, $5,622,560; other earnings from operation, $197,913; total earnings from operation, $11,652,444; income from other sources, including interest on bonds and dividends on stock, etc., $601,228, making a total earnings and income of $12,-253,672.

The annual expenses of this corporation have been as follows: For maintenance of way and structure, $1,823,948; for maintenance of equipment, $1,383,406; for conducting transportation, $4,512,627; for general expenses, $248,486, or a total of operating expenses of $7,-968,467. Last year this expense amounted to $7,683,795. The expense of operation this year was 68.38 per cent. of the receipts from operation.

In addition to the expenses for operation, there were other ex-

penses incurred amounting to $3,241,357, making the total expenditure $11,209,824. Last year the amount so expended was $10,301,088.

The company this year paid dividends amounting to $827,355, and had left a surplus of $216,494.

This year there were 4 passengers killed and 113 injured; last year 2 iklled and 63 injured. This year 14 employes were killed and 95 injured; last year, 20 killed and 126 injured. Of other persons this year 72 were killed and 118 injured; last year, 60 killed and 115 injured. The total number killed this year was 90 and 326 injured; last year, 82 killed and 304 injured.

Pittsburg, Cincinnati, Chicago and St. Louis.

This railroad also belongs to the Pennsylvania system, although its operating report is made independent of either the Pennsylvania Company or the Pennsylvania Railroad Company.

It has a capitalization of $101,661,038; last year, its capitalization was $102,037,057. The total capitalization is classified as follows: Amount of stock outstanding, $48,017,165; bonded indebtedness outstanding, $49,942,234; other forms of indebtedness, $3,701,639.

In the way of assets the company reports cost of road and equipment, $94,352,687; stocks and bonds owned, $1,883,698; cash and current assets, $3,158,626; other assets, $6,887,035; total assets, $106,282,046.

The mileage of this company was 1,407.36, only 70.72 miles of which are within the limits of the State. The total mileage of this company this year is the same as reported for last year.

In the way of equipment, this company has 504 locomotives, 420 passenger cars, 13,710 freight cars and 350 cars in the company's service, making a total of 14,480 cars.

It has employed 14,857 persons, to whom it paid a compensation of $8,667,761. Last year the number of employes was 15,255, and the compensation paid $8,813,658.

The train mileage for the year was 14,013,849; last year it was 14,616,959. The passenger train mileage this year was 5,563,880; freight train, 8,449,969.

The number of passengers carried was 8,214,497, an equivalent of carrying 243,415,833 passengers one mile, an average haul per passenger of 30 miles. Last year the number of passengers carried was 8,248,106, an equivalent of carrying 242,430,246 passengers one mile, an average haul of a passenger 29 miles.

The total passenger revenue this year was $4,948,491; the average amount received from each passenger 60.241 cents; the average receipts per passenger per mile, 2.033 cents; the passenger earnings

per train mile $1.20128, and the passenger earnings per mile of road, $4,749.18. The passenger earnings per mile of road last year were $4,730.29.

The total tonnage of this road this year was 23,007,187, an equivalent of carrying 2,534,029,958 tons one mile, an average haul per ton of 110 miles. Last year the total tonnage was 22,844,241, an equivalent of carrying 2,636,022,572 tons one mile, and the average haul per ton was 115 miles.

The classification of freight carried this year is as follows: Products of agriculture, 2,241,185 tons; products of animals, 811,367 tons; products of mines, 10,874,888 tons; products of forests, 1,636,736 tons; products of manufactories, 6,063,654 tons; merchandise, 181,897 tons, and miscellaneous shipments, 1,197,460 tons.

The total freight revenue for the year was $15,636,650; the average amount received for each ton of freight, 67.964 cents; the average receipts per ton per mile, .617 of a cent; the freight earnings per train mile, $1.88333; the freight earnings per mile of road, $11,307.73.

The passenger revenue and earnings this year were $6,683,801; freight revenue and earnings, $15,914,053; other earnings from operation, $244,478; total earnings from operation, $22,842,332; income from other sources, including interest on bonds, dividends on stock, rentals, etc., $107,976, making the total earnings and income $22,950,308. Last year the total earnings and income were $22,766,533.

From the receipts from operation during the year, expenses were paid as follows: For maintenance of way and structure, $2,970,361; for maintenance of equipment, $4,141,209; for conducting transportation, $8,208,208; for general expenses, $402,745; total operating expenses, $15,722,523. Last year these expenses amounted to $15,598,724. The operating expenses for this year were 68.83 per cent. of the total receipts from operation.

In addition to these expenses for operation, there were also paid out $5,168,412, making a grand total of expenditures, exclusive of the amount paid for dividends, of $20,890,935. Last year this amount was $21,367,896. This year the company paid dividends to the amount of $907,670, and had a surplus after the payment of these dividends of $1,151,703. Last year the company paid as dividends $793,998, and had a surplus of $604,639.

In conducting the business for the year the fatal casualties among passengers were 4, the non-fatal, 48. Last year the number of passengers killed was 1 and injured 96. Of employes this year 53 were killed and 1,441 injured; last year, 44 killed and 1,365 injured. This year, other persons killed were 105 and injured 130; last year, 74 killed and 137 injured. The total number killed this year was 162 and injured 1,619; last year, 119 killed and 1,598 injured.

GENERAL DEDUCTIONS.

In considering the liabilities, the assets, the mileage, the tonnage, and the other important features of the railroads whose reports are embraced within this publication, it is important to remember that the data given includes lines of railway beyond the limits of Pennsylvania, for under the laws of this Commonwealth all railroads whose lines are in whole or in part within the limits of Pennsylvania, are required to make annual reports to this office. It is impossible for railroads to so adjust their accounts as to determine what part of the total amount of wages paid to employes is properly chargeable to services rendered entirely within this State, and this is true of many other disbursements that are made in constructing, maintaining and operating railroads.

This office collects data to show the amount of mileage and trackage entirely within the limits of the State and that outside of the State, but makes no effort to divide accounts showing receipts and expenditures with reference to Pennsylvania alone. The necessity exists for considering the whole system of each railroad, whether the same be wholly within or partly within and partly outside the State.

Liabilities.

The total railway capital or liabilities of railroad companies is made up of the amount of capital stock outstanding, the amount of funded indebtedness outstanding and of other forms of indebtedness, including current liabilities.

For the year covered by this report, the total amount of steam railway capitalization on the railways reporting to this office was $3,086,690,205. This railway capitalization is classified as follows: Total amount of capital stock outstanding, $1,413,433,325; amount of funded debt outstanding, $1,380,747,413; amount of other forms of indebtedness, including current liabilities, $292,509,467.

Last year the amount of capital stock outstanding was $1,357,441,-338; of funded indebtedness, $1,308,360,220; of other forms of indebtedness, including current liabilities, $299,276,374, and the total railway capitalization, $2,965,077,932.

The amount of capital outstanding for all the lines of the United States for this year was $11,491,034,960. Of this amount, $5,845,-579,593 was the amount of stock outstanding; $5,654,455,367 the

amount of funded indebtedness; the entire amount of current liabilities, being the liabilities of railway corporations beyond the capital stock outstanding and the funded indebtedness, $594,787,870. From these figures it will be seen that the railroad corporations whose annual reports are filed in this Department represent nearly one-third of the entire railway capitalzation of the United States.

Assets.

The assets of railway corporations, according to the classification made by the Inter-State Commerce Commission and adopted by most of the State in the Union, are divided as follows: Cost of roads owned, cost of equipment owned, stocks and bonds owned, cash and current assets, other assets, and total assets.

A compilation of the assets of the steam railways whose reports were filed this year shows the total amount of assets to be $3,200,353,755; of this amount, $2,029,869,407 represent the cost of roads owned; $266,929,003, the cost of equipment owned; $549,883,909, stocks and bonds owned; $156,086,231 cash and current assets, and $197,585,205 other assets.

Last year the total amount of assets was $3,067,955,557; of this amount $1,968,330,588 represented total cost of roads owned; $258,760,695, total cost of equipment owned; $501,201,108, stocks and bonds owned; $149,315,869, cash and current assets; $190,347,297, other assets.

Mileage.

In Table D is found a tabulation of railway mileage of roads reporting to this office. It is classified as follows: (1) with reference to line represented by capital stock, (a) main line, (b) branches and spurs; (2) line of proprietary companies; (3) line operated under lease; (4) line operated under contract; (5) line operated under trackage rights; (6) total mileage operated; (7) total number of miles operated in Pennsylvania; (8) miles of new line constructed during the year; (9) aggregate length of all tracks, including yard tracks, sidings and spurs.

The total mileage operated by all these corporations was 26,975.86; of this amount, 10,697.68 miles are within the limits of Pennsylvania. The miles of new line constructed during the year were 101.67; the aggregate of all tracks, including yard tracks, sidings, spurs, etc., was 50,464.87 miles.

The mileage of all lines in the United States, according to the most recent data collected is 193,345.78. Illinois seems to be still in the lead in mileage, closely followed by Pennsylvania.

Equipment.

On the entire railway system of the United States for the previous year there were 37,633 locomotives; of these locomotives 9,863 were passenger locomotives, 25,596 freight locomotives, 5,621 switching locomotives and 583 wer not classified. The total number of cars of all classes in the service of the railways for the same year was 1,450,-838; 34,713 of these being assigned to passenger service; 1,365,531 to freight service, and 50,594 devoted entirely to the service of the railways. This number of cars does not include those used upon the lines of railways that are owned by individuals, firms or corporations.

For the year ending June 30, 1901, the railroads reporting to this office show the number of locomotives of all classes to be 12,133; the number of passenger cars 10,930; the number of cars in freight service 537,409; the number of cars devoted to the service of the railroads alone 16,687, making the total number of cars in service 565,026.

These figures when put in comparison with those which relate to railway equipment in the United States, show clearly the magnitude of those railway corporations reporting to this office and the public service they render.

Comparing the figures which relate to railway equipment for this year with those relating to the same subject for the year 1900, we find that on the 30th of June, 1900, there were 11,747 locomotives; 10,709 passenger cars; 512,048 cars in freight service, and 15,237 cars in the company's service, making the total number of cars 537,994.

These figures indicate clearly that the railway interests of this State are not on the decline, and they also show the increase in the commodities transported, which has made necessary the increase in the number of locomotives and passenger and freight cars, in order to meet the public demand for transportation.

Employes.

On the 30th of June, 1900, there were employed in the United States 1,017,653 persons to manage and conduct the affairs of railways, being an increase over the year ending June 30, 1899, of 88,729.

On the railroads reporting to this office this year the total number of employes was 335,865; last year the number was 307,737, or an increase during the year of 28,128. The total amount of compensation paid this year was $189,204,533; last year the amount paid was $176,-762,468. These figures show over 9 per cent. of increase in the number of employes and over 7 per cent. of increase in the compensation paid.

Number of Passengers Carried.

During the year covered by this report there were carried by the railways in whole or in part within the limits of Pennsylvania 216,-603, 748 passengers. The number carried one mile was 5,237,096,903.

Last year the number of passengers carried was 205,939,884, and the number carried one mile was 4,452,754,915, or a percentage of increase of over 5 per cent. in the number of passengers carried and of over 17 per cent. in the number carried one mile.

Total Passenger Revenue.

The total passenger revenue this year was $97,000,114; last year it was $89,336,051, an increase of $7,664,063 or about 8 per cent. This year the average receipts per passenger per mile were 1.852 cents; last year this amount was 2.006 cents.

Kinds of Freight and Number of Tons Carried.

This year the total number of tons of freight classified as products of agriculture was 40,530,481; last year the number was 38,674,558. Products of animals this year 10,968,587; last year 10,614,300; products of mines this year, 289,698,090; last year, 295,544,022; products of forests this year, 23,960,413; last year, 24,471,244; products of manufactories this year, 77,849,374; last year, 75,694,847. This number of tons classified as merchandise this year was 12,973,938; last year, 13,173,144; as miscellaneous shipments this year, 22,703,800; last year, 20,823,223. The total tonnage of all classifications carried this year was 478,684,683; last year the total tonnage was 478,995,338. The number of tons of freight carried one mile this year was 58,164,762,-738; last year, 56,727,167,903.

Total Freight Revenue.

This year the total freight revenue was $353,976,487; last year it was $330,184,126. These figures indicate clearly that the rate per ton per mile has somewhat advanced over the prevailing rate for last year, and a computation made shows that the prevailing rate per ton per mile last year was .582 of a cent, while this year it was .608 of a cent.

Earnings and Income.

To the figures before given showing passenger and freight revenue, there must be added, to show the total amount of passenger revenue

and earnings and the total freight revenue and earnings, such amounts as these common carriers have received in the way of transportation of mail, express, etc.

Last year the total passenger revenue and earnings were $109,757,426; this year the total amount was $118,878,848, being an increase of $9,121,422, or over 8 per cent.

The total freight revenue and earnings last year were $331,013,955; this year, $354,550,223; an increase of $23,536,268, or over 7 per cent.

Of other earnings from operation last year the amount was $8,410,746; this year $8,326,411. The total earnings from operation last year were $449,182,127; this year $481,755,482, being an increase of $32,573,355, or over 7 per cent.

In addition to the income from operation, as above indicated, there was received this year as an income from interest on bonds, and dividends on stocks, rentals, etc., $52,459,145; last year this amount was $48,830,366, an increase of $3,628,779, or over 7 per cent.

Combining these figures, we find that there was received by the railroads reporting to this office this year a total of $534,214,627; last year the total amount received from all sources was $498,012,493, an increase for the year of $36,202,134, or more than 7 per cent.

Expenses from Operation, Etc.

Railway expenses of operation are classified as follows: (1) Maintenance of ways and structures; (2) Maintenance of equipment; (3) Conducting transportation; (4) General expenses; (5) Total operating expenses; (6) Other expenses as per deductions from income; (7) Total expenditures for the year; (8) Total amount of dividends paid during the year.

This year the total amount expended for maintenance of ways and structures was $62,169,364; last year the amount was $55,482,772; for maintenance of equipment this year, $67,209,708; last year, $63,244,225; for conducting transportation this year $174,790,342, last year, $163,848,878; for general expenses this year, $11,142,493, last year $10,212,202; the total operating expenses this year, $315,311,907; last year, $292,788,077; other expenses as per deductions from income this year, $151,847,265; last year, $136,049,822; the total expenditures for all purposes, $467,159,172; last year, $428,837,899.

It is understood that under this caption are included all expenditures for operation, rentals paid for lease of roads, and all other moneys paid out except dividends.

The amount of dividends paid for this year was $38,610,816, last year, $37,013,306.

Surplus and Dividends for the Year.

The total amount of surplus this year, after the payment of dividends for all the companies having a surplus, was $29,089,267. To show the net surplus after the payment of dividends, there should, however, be subtracted the total amount of deficit for the year, $2,637,678, which leaves a net surplus of $26,451,589.

Some comparisons may be made with the earnings and expenses of railways in the United States. For the year ending June 30, 1900, the gross earnings were $1,487,044,814, which was an increase of $173,434,696 over the earnings for the previous year upon all the railroads of the United States.

For the year ending June 30, 1900, the operating expenses on the railways of the United States were $961,428,511, being an increase over such expenses for the previous year of $104,459,512.

Railway Accidents.

A general classification is made of accidents upon the steam railways, as follows: Accidents to passengers, divided as to number killed and injured; accidents to employes, divided as to number killed and injured; accidents to other persons than passengers and employes, divided as to number killed and injured, and total number killed and injured.

Of the passengers carried during the year there were 86 killed and 1,780 injured; of employes there were 987 killed and 15,456 injured; of other persons than passengers and employes, 2,007 killed and 2,601 injured, making the total number killed 3,080 and injured 19,837, or a total of casualties fatal and non-fatal, of 22,917.

Last year on the railroads reporting to this office there were 40 passengers killed and 1,198 injured; 914 employes killed and 15,166 injured; 1,682 other persons killed and 2,357 injured; the total number of killed last year was 2,636 and injured 18,721; the total of casualties was 21,357.

A study of these figures indicates clearly that there has been a marked increase in the number of passengers killed and injured, while the increase among employes and other persons is not so marked. The percentage of the increase of casualties both fatal and non-fatal, is about 7 per cent.

Considering the increase in the number of passengers carried and the increase in the number of employes, there is nothing in these figures to indicate that there has been a percentage of increas in the hazard incidnt to railway operation. It is true, however, that there is a marked increase in the number of fatal accidents among passen-

gers, but no safe calculation can be made as to the percentage of increase. It would be unfair to the railroads if we were to make a calculation showing the percentages of increase in the number of passengers killed. It would also be unfair to arrive at a percentage of decrease in case there had been a marked falling off in fatal accidents among passengers.

This is apparent from the fact that one single accident, and that perhaps an inevitable accident, or occurring without the fault being chargeable to anyone, might so change the percentage as to reflect unfavorably upon railway management, or in case of the reduction of the number of passengers killed, undue credit might be given to the managers of railways, or perhaps it would be more proper to say, to those who have the immediate custody of the hauling of passenger trains, such as the dispatcher or the engineer and conductors.

DEDUCTIONS FROM REPORTS OF STREET RAILWAYS.

Since the introduction of electricity as the motive power in the operation of street railways, new conditions have appeared, for it is but a few years since street railways were comparatively a small factor in the financial affairs of the State. Now they have grown to prodigious dimensions, involving financial trancactions of millions, where but a few years ago thousands were involved. In the rapidity of the change, the wonderful transition from the old conditions surrounding street railways, there is much food for thought.

From the report of this Bureau for the year 1887, the year when the present superintendent first assumed the duties of his office, a compendium of the capitalization, operation and business of street railway companies at that time is found to be as follows: Capital stock outstanding $17,911,680; funded and unfunded indebtedness, $7,677,131; cost of road and equipment, $12,326,068; length of road, 519.85 miles, and horses employed, 10,923. These horses furnished the power that moved the cars on all the street car lines of the Commonwealth. Practically none are employed in such service to-day.

The number of passengers carried in 1887 was 184,835,994; the total expense of maintenance and operation of the street car lines in the State was $5,646,606; the total receipts from all sources were $10,025,905.65.

In the way of accidents, there were 4 passengers killed and 17 injured; 3 employes injured; 8 other persons killed and 42 injured; the total number killed was 11, injured 63.

Bearing in mind these figures as to the condition of railroads in 1887 and the incidents of operation then occurring, and the exhibits as disclosed by our reports this year from the street railways now in operation in Pennsylvania, a marked contrast is found.

Now the capital stock outstanding is $108,676,774; the funded debt outstanding $44,998,055; current liabilities, $14,028,799; total capitalization and current liabilities, $167,703,628.

As before seen, the cost of road and equipment for 1887 was $12,326,068, now the cost of road is $84,192,336 and the cost of equipment, $10,423,910. In addition to this the companies now own stocks to the amount of $54,045,372, and bonds to the amount of $689,000; their current assets amount to $10,922,931; other assets, $10,008,050, making the total amount of assets $170,281,600. Truly, these figures indicate that prodigious strides have been made in the advancement of street railway enterprises since the introduction of electricity as a motive power.

As seen above, the total receipts in 1887 were $10,025,905.65. This year the total earnings from operation were $26,424,396; income from other sources $973,747, or a total income of $27,398,143.

In 1887 the total disbursements were $5,646,606; this year there were paid out for operating expenses $13,111,492, for taxes, $1,676,746, interest on funded indebtedness, $2,342,553, rentals, $6,473,729, other expenses, $931,828. To this may be added dividends paid, $1,506,289, making a total of $26,042,617.

In 1887 the length of all roads was 519.85 miles. Now the length of single track and branches operated is 1,768.90 miles, with a total length of all tracks of 2,167.91 miles.

In 1887 the number of passengers carried was 184,835,994; this year the number was 580,654,629.

Such comparisons may be made with every feature of street railway construction, maintenance and operation, business done, capitalization, indebtedness, etc., as they existed, comparatively, but a short time ago, and it will also be found that about as wonderful a change has taken place in all of the industrial and material interests of the Commonwealth.

Such a comparison of the capitalization and indebtedness for this year with that of last year shows marked changes. This year the capital stock outstanding was $108,676,774; last year, $103,176,121. The funded indebtedness this year was $44,998,055; last year, $38,975,100; the total capitalization and current liabilities this year were $167,703,628; last year, $153,736,225.

Under the head of assets this year the cost of road was reported to be $84,192,336, while last year it was reported as $87,806,026. These figures indicate something wrong, but an examination of the report of the Union Traction Company of Pittsburg shows that in last year's report they included in cost of road, a portion of the bonds which they owned, making their total of cost of road and equipment several millions beyond what the facts warrant. Under the head of assets is

also reported $10,423,910 as cost of equipment; last year the amount was $12,334,380. This discrepancy is accounted for by the fact that one or more large corporations divided the costs of road and equipment last year, while this year they were both included under cost of road. Last year the amount of stocks owned was $33,865,849; this year $54,045,372; last year there was an ownership of bonds of $1,330,500; this year, $689,001; last year the amount of cash and current assets was reported as $12,014,131; this year, $10,922,931; other assets last year amounted to $9,017,579; this year, $10,008,050, while the total assets last year were represented as being $156,368,465, and this year, $170,281,600.

In the way of income last year, there was received from operations $23,883,508; this year, $26,424,396; income from other sources last year $593,673; this year, $973,747; total income last year, $24,477,181; this year, $27,398,143.

Under the head of disbursements last year there were paid out for operating expenses, $12,114,609; for taxes, $1,579,284; for interest on funded debt, $2,496,704; for rentals, $5,954,232; for other expenses, $398,326; for dividends, $1,433,157, or a total of $23,976,312. This year the operating expenses were $13,111,472; taxes, $1,676,746; interest, $2,331,753; rentals, $6,473,729; other expenses, $938,170; dividends, $1,506,289, making a total of $26,038,159.

The mileage during the year has increased something over 100 miles, there being 1,653.86 miles last year and 1,768.90 miles this year.

The total number of cars owned last year was 6,395; this year 6,618.

The total number of employes last year was 14,798; this year, 15,828. The total compensation paid to those employes last year was $8,043,589; this year, $8,745,024.

Last year the total number of passengers carried was 538,194,532; this year it was 580,654,629.

While the figures above given indicate an increase in capitalization, expenses of maintenance of way, structures and equipment, an increase in the number of passengers carried as well as an increase in receipts from operation and other income, there is perhaps a greater percentage of increase in the number of accidents which have occured to passengers, employes and other persons incident to the operation of street railways in Pennsylvania for the year ending June 30, 1901.

Last year the number of passengers killed was 28, this year, 33; last year the number of passengers injured was 780, this year,1,050; last year 6 employes were killed; this year, 14, last year 94 employes were injured, this year, 129. The significant feature of these figures showing casualities among passengers and employes is the comparatively great number of passengers killed and injured. On the steam railways there seems to be a greater percentage of hazard to employes,

for, considering the number carried, there are comparatively but few passengers killed and injured. With street railways the conditions are entirely different. There seems to be greater freedom from accident among the street railway employes than among the steam railway employes.

Of persons other than passengers and employes, last year there were 107 killed, this year, 111; last year, 567 injured; this year, 598; last year the total number killed was 141; injured, 1,441; making a total of casaulties of 1,582; this year the total number killed was 158; injured, 1,777; or a total of killed and injured of 1,935.

The information acquired on the blanks furnished street railway companies for annual reports, does not disclose the number of passengers, employes and other persons killed or injured at grade crossings, but every person who has given thought to this subject will be convinced that the grade crossing has been a prolific cause of death, especially to passengers on street car lines. Probably it is safe to say that a large majority of passengers who have been killed on street car lines of this State have been killed at grade crossings.

The Legislature at its last session passed a law which may, to some extent, at least, prevent grade crossings between steam and street railways in future construction, but no radical means are yet provided by which they can be eliminated where they now exist.

Without desiring to criticize any street railway management in the State as to the manner of operating its lines, it is but fair to say that there is some recklessness exhibited in the way street cars are run. In some places, where there are steep grades, the cars are allowed to go down them with a velocity almost equal to the fastest time made on the level steam railway lines, and while there have not been very many serious results from such reckless running of street cars, it must be admitted by all that it would be very easy to throw a street car from the track when passing down a steep grade at a great velocity, in case a cobble stone or a piece of iron should be placed upon the track. If a car should be derailed under such circumstances, of course it would be entirely beyond the control of the motorman, and the result would, of necessity be death or injury to most of the passengers on the car.

Every street railway management should prohibit its employes from running its cars down steep grades at a rapid rate, and if any street railway management fails to establish proper regulations in regard to the running of cars under such conditions, it ought to be held guilty of criminal negligence in case an accident should occur. It is just to the patrons of such railway companies, whose lives are temporarily placed in their hands, that the greatest freedom from danger that is possible, should be insured to passengers in transitu.

In some localities there is a glaring recklessness in the running of cars which will certainly bring horrible results sooner or later unless it is brought to an end by rigid regulations, strictly and faithfully enforced. Saying nothing about the loss of life and destruction of limb, which of course are the most important considerations, from a public standpoint at least, it must be remembered that one well loaded car thrown from the track while going down a steep grade, will cause such damage in the loss of life and the maiming of passengers, that the stockholders will be deprived of dividends for some time to come, when, if proper regulations were established and thoroughly and faithfully enforced, such loss of life, such injuries of person, and such destruction of property would not occur.

These comments as to the reckless running of cars are made with the view of calling to the attention of street railway managers these offences of a glaring character on several of the street railways of this Commonwealth, to the end that the evils practiced may be abated and destruction of life and property averted.

AMERICAN RAILWAY ECONOMIES IN CONDUCTING TRANSPORTATION.

Whatever may be said relative to the public service of railways, it has long ago been admitted by all conversant with transportation problems that American railways are in advance of those of other nations in all that is essential to the convenience and comfort of passengers and in the facilities offered to shippers of commodities.

Likewise, there is no disputing the fact that American railway rates of transportation of productions are cheaper by far than those that exist on European railways, or, indeed, on the railways of any other country on the globe, thus making it possible for American manufacturers and producers, at a low rate of transportation, to place in our home markets or to deliver to shipping points on our extensive coasts for exportation, the productions of the country.

It is not often that the American pauses in the whirl of business to determine why such favorable conditions exist in this country; why it is possible to have rates of transportation cheaper in this country, which, when compared with European countries is sparsely settled, the density of the population being much less and the cen-

tralization of business and manufacturing interests less favorable for the common carrier than they are abroad.

More than 60 per cent. of the expense of maintenance and operation of railways is made up of the wages that are paid to employes. This fact in itself gives great emphasis to the statement that of all the items of expense for maintenance and operation of railways, the compensation paid employes is the greatest. If, therefore, American railway employes are paid higher wages for their services than are European employes, it of necessity follows that the ability of our American railways to carry American productions at a less expense must be due to other causes. The comparative capitalization of railways in this country with that of railways in foreign countries cannot be considered in the solution of this problem, for we are not dealing with any part of the railway problem except that which refers to the actual expense or cost to the railways of carrying the different classifications of freight.

For the same reason, cost of road, cost of equipment and cost of their maintenance have no direct relevancy to the problem; therefore, some other economic consideration must be involved.

If the railway pay roll, the capitalization, the fixed charges, the cost of road, the cost of equipment and their maintenance can in no way be looked to for the solving of this problem, then it follows of necessity that we must look for the solution in the range or realm of railway management. From a statement of these facts as they are known to exist, the superiority of American railway management or administration, must be admitted.

Americans in general are looked upon as expensive livers, and many economies practiced among the people of other nations are entirely wanting here. This is found to be true in private life, in public affairs, and exists in no small degree in the conduct of the business affairs of individuals, companies and corporations.

If this be true, then we have a much smaller sphere left for further exploits to find the immediate cause which makes it possible for American railways to carry the productions of this country at a less cost per ton per mile to the railways than can be done elsewhere.

A careful inspection, a thorough investigation of the economical considerations involved in the construction of locomotives with reference to their power, and the construction of cars, particularly with reference to their weight and capacity, will bring to the surface most valuable information on this economic railway question.

The great consideration which has taxed the brains of American railway engineers has had reference to so building locomotives and freight cars that the greatest results would be secured by the expenditure of a given amount of energy. To go into dtails more fully,

the campaigns being waged for the control of the commerce of the world.

On the London and Northwestern Railroad, of Great Britain, the average expense of carrying one ton of freight a mile was 1.38 cents, while for the year covered by this report the New York Central and Hudson River Railroad carried its freight at an expense to itself of less than one-third what it cost the London and Northwestern. These figures can be relied upon for the reason that the New York Central last year made a considerable margin on its freight business, and yet it received for the carrying of its freight only .575 of a cent per ton per mile.

This data is made more comprehensible by the fact that the average expense of carrying freight on the Erie, the Pennsylvania, the Lake Shore and Michigan Southern, the New York Central and Hudson River, the Pittsburg, Cincinnati, Chicago and St. Louis, and on nearly all the other of the great common carriers of the country, is less than four mills per ton per mile, while on the London and Northwestern the average rate per ton per mile is over thirteen mills.

It is plainly to be seen, therefore, that if the average rate on the American railways were thirteen mills per ton per mile for the shipment of commodities to the seaport, our producers would be driven from foreign markets. How important, therefore, is the maintenance of this low cost of transportation not only to the American producer, but also to the great business interests of the United States.

To the skill, the energy, the pluck, the indomitable courage, the restless and resistless perseverance of those in the administration of American railways are due the possibilities through which American machinery and American productions in general are on the way to the remotest corners of the earth.

On those railways whose expenses of transportation are unreasonably high, there exists, therefore, a great embargo on commerce. This high expense of transportation may be due to bad management in operation, to the kind of locomotives used, to the capacity of cars, and to a thousand other considerations incident to railway construction, maintenance and operation.

If 1,000 tons of freight are to be carried from Chicago to New York, that company which can carry this tonnage at the least expense to itself is in the position to render not only the best returns to the stockholders but to best conserve American commerce and advance it in the struggle made for a fair share of the commerce of other nations.

Our American railways, though paying higher wages to their engineers, firemen, conductors, trainmen, switchmen and other em-

our American locomotives in some directions may not be superior to those of foreign build, but they are so constructed that the steam produced by the burning of a ton of coal will secure the best possible results.

A locomotive has the power to haul a certain amount of tonnage a given distance with the consumption of, say, one ton of coal. The greater proportion of that tonnage is made up of freight, or of articles which make up the commerce of the nation, and the less tonnage there is in the weight of the cars hauled, the better the results are, not only for the stockholders but for the shipper, for the reason that the greater the quantity of the productions that can be carried with the expenditure of a given amount of energy, the cheaper it will be possible for the common carrier to transport any and all kinds of commodities.

It is believed that on American railways the very highest consideration has been given to the construction of cars to avoid the haul of unnecessary dead weight. The cars are so constructed that they shall have the necessary strength, but shall have a greater tonnage of productions to the weight of the cars, than is found, at least, on the railways of Great Britain. This seems to be an admitted fact, and to this is largely attributed the superiority of American railways, which enables the common carrier in this country to carry all kinds of shipments at a less expense to itself than they can be carried upon railways whose locomotives and whose cars are not constructed under such favorable conditions.

It is believed that there is thus discovered the secret of that wonderful success which has characterized railway operations in the United States. Without the application of this superior talent there is not a trunk line in the country that could have survived through the decade just closed, and all these great lines of railways would have been, as many were, in the hands of the sequestrator during this period.

This inventive power, this expenditure of energy, which has produced the almost incomprehensible results, is found not only in railway operations but also enters into the different American enterprises which of late have enabled Americans to enter into successful and direct competition with their productions in all the markets of the world. If freight rates were as high here as they are in Europe, the Chicago manufacturer, the western producer, could in no way place his productions in the European markets in competition with those articles of commerce there produced.

That our railways are able, therefore, to carry American products to the points from which they are exported at an extremely low figure, enables the American producer to secure a foothold in

BALDWIN LOCOMOTIVE WORKS.

WHEELS AND JOURNALS.

Driving wheels, number,	eight.
Driving wheels, diameter,	55 in.
Driving wheels, material of centers, main centers only of cast steel.	
Truck wheels, diameter,	30 in.
Journals, driving axle, size, main,	9½ x 11 in.
Journals, driving axle, size, others,	8½ x 11 in.
Journals, truck axle, size,	6 x 12 in.
Main crank pin, size,	6½ dia. 6¾ long.

CYLINDERS.

Cylinders, diameter, high pressure,	17 in.
Cylinders, diameter, low pressure,	28 in.
Piston, stroke,	30 in.
Piston rod, diameter,	4½ in.
Kind of piston rod packing,	United States, metallic.
Main rod, length, center to center,	11 ft. 1¼ in.
Steam ports, length, circular,	29¾ in.
Steam ports, width,	1½ in.
Exhaust ports, length, circular,	29¾ in.
Exhaust ports, width,	4½ in.
Bridge, width,	3 in. and 3¾ in.

ployes than are paid by European railways, can convey these 1,000 tons of freight the required distance at about half the actual expense to themselves that it would cost European railways to perform the same service.

The superiority of American railways may be emphasized when it is considered that no standard article of commerce, for thirty years, has suffered such a reduction in cost of production as has the cost of transportation, or the rate per ton per mile received for the transportation of commodities.

Such conditions cannot be found on European railways. Thirty years ago the New York Central and Hudson River Railway Company received 1.88 cents per ton per mile for the transportation of its freight; now, as before indicated, it receives .575 of a cent. Similar reductions in receipts per ton per mile and cost per ton per mile, are found on other trunk lines in the United States, but there has been no particular change on European roads in this direction during the three decades of railway development and advancement.

A very pertinent publication was recently made in the New York Tribune, showing the superiority of American railway management and operations over those of Great Britain. The authority given is of such a character as to induce belief in the correctness of the statements given, although in some particulars they are so startling as to make us wonder that such a condition, particularly as to the weight and capacity of freight cars, should be tolerated by any European railway in this era when railway engineering skill has reached so high a degree of proficiency:

"The London and Northwestern freight rate in 1900 was 2.34 cents a ton a mile, or over three times that of the New York Central. Nor is the lower American rate due to cheap labor. The average wage paid by the New York Central, according to Colonel Jeffords, is double that paid by the London and Northwestern. Moreover, the English roads cost more to build than the American, and with their better roadbeds they should be able to handle traffic at less expense, yet with all their outlay for equipment and their low wages they are hopelessly outclassed. A fair specimen of their wasteful management is seen in the character of their freight cars. They weigh about eight tons each, and carry a load not to exceed two tons. The average American freight car weighs twelve tons and carries a load of eighteen tons. So, for every ton of paying freight the English road carries it draws four tons of dead weight, while the American only draws two-thirds of a ton of dead weight. No wonder the cost of carrying freight is high when every locomotive is thus handicapped. It is easy to understand why, at a charge of 2.34 cents a ton a mile for freight, and 1.76 cents a mile a passenger, each locomotive of the London and Northwestern earns

only $22,500 a year, while with a charge of 0.54 cent for freight and 1.98 cents for passengers each Pennsylvania locomotive earns $48,-500 a year. Naturally, our locomotives, adapted to do twice as much work as the English are found to use more fuel and oil than the latter when put to work on English trains. The London and Northwestern's total tonnage of freight last year was 44,229,850. To carry that traffic it drew over its road 221,149,250 tons, or 176,-919,400 tons of dead weight, while the American would have moved the same amount of freight with a carriage of only 29,486,566 tons of dead weight, thus saving the expense of hauling 147,432,834 tons, besides the wear and tear of that unnecessary burden on engines and track. The cost of moving dead weight must, of course, be paid by the shipper of freight, and, consequently, English commerce is handicapped by a railway management which persists in following cumbersome, expensive and antiquated methods."

THE AMERICAN RAILWAY LOCOMOTIVE.

A tthe World's Fair, in Chicago, in 1892 and 1893, exhibits were made by all the leading locomotive manufacturers in the United States, Germany, Great Britain, France and Canada, and never in the history of railway development has there been such a diversified exhibit of locomotives as was found there.

From the very earliest, crudely constructed locomotives to those of the highest and most improved type then in existence, there was a most satisfactory display, and there was, therefore, furnished to the railway engineer and to the inventor the finest possible exhibit of engineering skill in the production of these wonderful machines of commerce.

It was then thought that the par excellence, the very highest type of development possible had been reached, but, like everything else in this world of progress and advancement, the high types of locomotives exhibited at the World's Fair in 1892 and 1893 have been greatly surpassed by those which have since been constructed and introduced on the leading railways of the country.

This was apparent to those who visited the Pan-American Exposition at Buffalo. While the exhibits of locomotives there we[illegible] entirely of American manufacture, yet to those whose judgment may be safely depended upon, it was evident that there has been a material advance in all that goes to make up a complete railway loco-

BALDWIN LOCOMOTIVE WORKS.

The locomotive here represented was built by the Baldwin Locomotive Works for the Illinois Central Railroad. The boiler and tender are of special construction, embodying the inventions of Cornelius Vanderbilt, M. E.

VANDERBILT BOILER.

The firebox is cylindrical in form, with annular corrugations, after the form of the well-known Fox furnaces, as used in marine practice. It is suspended within the cylindrical shell of the boiler with its axis eccentric to that of the boiler, in order to allow suitable steam space above the crown. The principal point of suspension is at the rear where it is riveted to the back head of the boiler; it is also supported at the bottom by the reinforcing rings around the openings provided for cleaning the furnace;—otherwise the firebox is entirely disconnected from the outer shell.

By this construction all the flat surfaces ordinarily encountered in a locomotive boiler, are eliminated, and the use of staybolts and crown bars, necessary to such flat surfaces, is entirely avoided.

motive, in the less than ten years that have intervened since the World's Fair.

This advancement has been directed more particularly to the utility of the locomotive. The engineer has devoted his utmost skill to the application of those elements of engineering which would lead to the construction of a locomotive that would produce the best results in the velocity required to haul a passenger train or in the expenditure of power essential to hauling heavy trains of freight.

As appears in another article in this report, American railways have excelled all others in the ingenuity which has been applied to so constructing locomotives and railway equipments as to enable railway management to obtain the best possible effects that the scientific engineering mind can produce.

The type of locomotive has very largely changed in the last ten years. There is a marked disparity in the appearance of a passenger locomotive and a freight locomotive. Their construction is entirely different in many ways. This has been found necessary in order that the purposes for which each was constructed should be met in the most satisfactory manner. It would be ridiculous now to attempt to haul a passenger train with great velocity through the country with the most modern type of freight locomotive, and of course the converse of this proposition is true.

There was very little at the Pan-American Exposition that excited more interest in those directly or indirectly interested in engineering matters than the exhibits of locomotives by the Baldwin, the Brooks and the Richmond locomotive manufacturing establishments.

The Baldwin Locomotive Works exhibited locomotive No. 1211, of the Lehigh Valley, a cut and description of which is submitted:

Another product of the Baldwin Locomotive Works is locomotive No. 64, in the same exhibit, built for the Illinois Central Railway Company, a cut and brief description of which is submitted.

The Brooks Locomotive Works, of Dunkirk, New York, had several exhibits. One of these was a beautiful locomotive numbered 1302, of the Chicago, Rock Island and Pacific Railroad, called Chautauqua," a cut and description of which is submitted:

Another of the "Chatauqua" type is engine No. 77, built for the Burlington, Cedar Rapids and Northern Railroad Company. This is also of the type characterized as having the trailing wheel, a cut and description of which are given herewith:

Another beautiful engine, No. 504, was built by the same company for the Chicago and Alton Railroad, especially for passenger service. A cut and description of this locomotive is given herewith:

The locomotive which probably attracted the most attention was

No. 466, also built by Brooks Locomotive Works, for the Central Railroad of New Jersey. It was a twelve wheeled freighter and a monster in size. Every part of the wonderful structure impressed one with the immensity of its power. There is almost as much difference in build and appearance between this engine and the freighters in use fifteen or twenty years ago, as there is between the John Bull and those freight locomotives which were in use but two decades ago.

This seems to be an ideal specimen of the highest type of freight locomotives, adapted, as has been suggested, in every possible way, to give its power and secure the best possible effects for all energies that may be expended in discharging the work for which it has been designed. A cut and description of this locomotive is given herewith:

The consensus of opinion among engineers seems to be now that the highest degree of excellence has been reached in both passenger and freight locomotives, particularly with reference to the power of freight locomotives, for the reason that these machines cannot be built at a greater altitude and to increase their weight would necessitate the strengthening of railroad iron, and indeed all parts of railway structure.

Formidable as have been railroad structures in the last few years, designed for bearing the heaviest burdens, yet many railroads have found it necessary to increase the strength especially of the bridges, and in several instances to replace old bridges with new ones, in order that the increased weight of locomotives and trains might be withstood.

This last described locomotive is so prodigiously large and so incomprehensively heavy that when we consider that it is made to traverse valleys and cross mountains, it seems impossible that it can be surpassed in weight unless there shall be a material strengthening of road structures, bridges, etc.

However, it seems hazardous to make any prophecies as to what the future will bring forth in the way of engines of locomotion, or indeed, with reference to the powers of nature which may be applied in the transportation of commodities or in conducting the commerce of this country.

It is safe, however, to predict, judging from the experiences of the past, wherever development may go, whatever new inventions may be introduced, what increased power locomotives may have, whatever strengthening there may be of structures and roadbeds, the American Civil Engineers will not be left behind those of any other country of the civilized world, and we can rest assured that American railways will still keep in the van of those of any other country.

On the 27th day of June, 1901, a convention of railway employes was held in the city of Harrisburg, under the auspices of the Brother-

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BROOKS LOCOMOTIVE WORKS.

CLASS 20¼ A. P. SERIES 807.

Chicago, Rock Island and Pacific. No. 1302.

Type—"Chautauqua" Passenger.
Gauge—4 ft. 8½ in.
Cylinders—Simple, Piston Valve, 20½ in. diam., 26 in. stroke.
Wheels—Leading, 4-36 in. diam.; Drivers, 4-78½ in. diam.; Trailing, 2-51 in. diam.; Tender, 8-36 in. diam.

Boiler—Radial stayed wagon top, diam. 66 in.
Fire Box—Wide; length 108 in., width 74 in.
Tubes—322; diam. 2 in., length 15 ft. 7¾ in.
Wheel Base—Driving, 7 ft.; Engine 28 ft. 8 in.; Engine and Tender, 53 ft. 7 in.
Weight—Leading Wheels, 37,000 lbs.; Drivers, 94,000 lbs.; Trailing Wheels, 37,000 lbs. Total Engine, 168,000 lbs. Total Engine and Tender, 276,000 lbs.
Fuel—Bituminous Coal; Boiler pressure, 210 lbs.
Heating Surface—Tubes, 2,617 sq. ft.; Fire Box, 189 sq. ft. Total, 2,806 sq. ft.
Grate Area—55 sq. ft.

hood of Railway Employes, at which the Superintendent of the Bureau of Railways was invited to deliver an address. This address has reference to the relations of railway employes to the common carrier and to the public, and on that account alone it is printed with this report:

ADDRESS OF MAJOR ISAAC BROWNELL BROWN TO THE BROTHERHOOD OF RAILWAY EMPLOYES AT HARRISBURG, JUNE 27, 1901.

Here are gathered to-day representatives of an important portion of American citizenship. They are also of great importance in the commerce of this nation. Their importance is emphasized in the fact that were they to cease their labors, were they by some great stroke of the Almighty to be wiped out of existence, the wheels of commerce would stand still in every state in this American Union. Here are gathered the representatives of that great army of men that run the railways of this country; the officers, the clerks, the station agents and station men, the engine men, the firemen, the conductors, the machinists, the carpenters, the shop men, the trackmen, the switchmen, the brakemen, the watchmen, and the employes generally, who have charge of the construction, maintenance and operation of railways. You are an important element of American citizenship because of your great numbers. By the money you pay, the result of your earnings, you keep alive thousands and tens of thousands of commercial houses in all lines of business. But your greatest importance to every American citizen rests in the fact that however great may be the capitalization of railroads, however shrewd their management, much depends upon the effort capitalization which is put forth by the railway employes.

A few days ago I stood upon the campus of the great Stanford University at Palo Alto, in the state of California. I observed the magnificent architecture of the University buildings which were constructed as the result of a gift of millions by Governor Stanford in commemoration of the life of his son. Prodigious arches, magnificent buildings statuary representing the finest productions of American art were to be seen on all sides, and the surroundings impressed me with what is said to have occurred a short time before the construction of this educational institution was begun: Mr. Stanford, desiring to

know something of the cost of a university similar to that of Harvard, at Cambridge, Massachusetts, made inquiry as to the expense of reproducing a number of the buildings which beautify the campus of that ancient college. His response was: "Our buildings may be reproduced for $10,000,000, but the 250 years of experience will come high." So as I looked upon the magnificence of the 9,000 acres upon which the University buildings are set, in California, I though how meaningless would be these structures without the force of teachers, without the director, without the operators of all kinds to move the university on to the accomplishment of the purposes for which it was designed. And so with the great railways of this country, pre-eminently those of our own State, how meaningless they would be! although the engineer may have successfully surmonunted the highest altitudes of the Alleghenies and crossed the deepest valleys and the most turbulent rivers, yet without the brawn and brain and the sinews of the railway engineer, the fireman, the brakeman and all the other classification of employes, the projects would have been an ignominous failure.

I mention this to impress upon you that the American people look upon you not only as important factors in making up American citizenship, but as of the utmost importance in carrying on the commerce of the world. Each of you has an important part to perform. None of you, perhaps, may rise to the position of railway manager or superitendent, but successful railway construction, successful railway maintenance and operation, rest in a greater or less degree upon the fidelity with which you discharge the duties of your position. It must be remembered that Roberts, Thompson and Cassatt, of the Pennsylvania, came from the lower ranks of railway employes. The trackman may see but little of the great railway problem, and yet if he does all he can, all that his position demands, he is doing much. The soldier in the ranks in time of battle has no responsibility beyond that which rests upon an enlisted man, and yet his place is an important one, for his strong right arm, his steady purpose, his devotion to duty, aid in the result of the battle, and his shout emphasizes every victory.

So with the railway man; however menial his services may be, he contributes to the success of railway management, he helps in no small degree to carry out the purposes for which railway corporations are given existence, and upon which so much depends for the financial welfare of the commercial world.

It is said that railways have been the most potent element to advance civilization since the world began, and this is true, but in looking at this we must not stop with admiration for the powerful locomotives; we must not stop with the magnificent, palatial cars in which the passenger is carried from one part of the country to another; we

BROOKS LOCOMOTIVE WORKS.

CLASS 20 F. SERIES 808.

Central Railroad of New Jersey. No. 466.

Type—"Twelve Wheeled" Freight.
Gauge—4 ft. 8½ in.
Cylinders—Simple, Piston Valve, 20 in. diam., 32 in. stroke.
Wheels—Leading , 4-30 in. diam.; Drivers, 8-55 in. diam.; Tender, 8-33 in. diam.

Boiler—Radial Stayed Wagon Top, diam. 78 in.
Fire Box—Wide; length 123 in., width 97 in.
Tubes—410; diam. 2 in., length 13 ft. 10¼ in.
Wheel Base—Driving, 15 ft.; Engine, 25 ft. 9 in.; Engine and Tender, 53 ft. 2½ in.
Weight—Leading Wheels, 42,000 lbs.; Drivers, 160,000 lbs. Total Engine, 202,000 lbs. Total Engine and Tender, 322,000 lbs.
Fuel—Fine Anthracite Coal; Boiler pressure, 200 lbs.
Heating Surface—Tubes, 2,950 sq. ft.; Fire Box, 187 sq. ft. Total, 3,137 sq. ft.
Grate Area—81.2 sq. ft.

MARGIN GUIDELINE

must not think of the prodigious bridges which enable railways to cross the great rivers; we must not stop with the physical affairs of railways in our expressions of praise, but we must remember the engineer and all other classes of railway employes who have rendered it possible to make the railways this great means of advancing civilization. No where in the history of the world has this advancement of civilization, education and culture, been so pronounced as it has in these United States, and all because, of all the nations of the earth, this nation has the greatest railway mileage and is in the advance line of all those elements of transportation which come nearest the point of perfection in railway construction and operation.

When the great War of the Rebellion had come to a close; when Richardson, the great army correspondent devoted himself to more extended literary work and wrote his book entitled "Beyond the Mississippi," railway construction, while then in advance of any other nation of the earth, was still in its infancy as compared with its magnitude at the present time. Then, the almost limitless territory west of the Mississippi was a national book, but few of whose leaves had been turned. The crossing of this mighty river and the Missouri, moving on with their resistless waters from the mountains to the sea; the surmounting of the Rockies, the Cascades, the Sierra Nevadas and the coast range by the several lines of railways, have made it possible to open every leaf of this great book of our national wealth beyond the Mississippi; have taken away the habiliments of heathenism largely from the Indian; have carried enterprises to every locality from the Mississippi on to the Pacific Ocean, and one may start now from the very uttermost parts of Southern California and travel over the thousands of miles of sea coast, and through this land of fruits and flowers, through Oregon, Washington, Montana, Idaho, Wyoming, Dakota, Nebraska and Iowa, along which are beautiful towns and cities in which are successful enterprises of all kinds, before he reaches the limit from which Richardson predicated his great book "Beyond the Mississippi," and practically all this has been accomplished by the construction of railways and by their operation by that class of people so large represented in this assemblage to-day.

Indeed, before the advent of railway locomotives, the civilization of the world was greatly limited and its extent depended upon the construction of national highways. Four centuries before the birth of our Saviour, the Romans advanced civilization by the construction, on the part of the Roman government, of great highways that led in nearly every direction from Rome as a center. The greatest of these highways was that known in history as the Appian Way, along which were erected monuments to impress the Roman citizens of the power of kings and the glory of the Roman empire. As these public high-

ways advanced civilization, so with the downfall of the Roman Empire, civilization was crippled, its advancement greatly retarded and in many instances diminished, and for centuries throughout the whole world showed no such great strides of advancement as it has during the century that has just been brought to a close.

The citizens of our own State, Pennsylvania, early in its history, learned from the experience of the European and Asiatic nations that transportation was most essential in the advancement of civilization and in the building up of commerce, and commenced the construction of highways. They very early devised and constructed the scheme of canals which gave great impetus to the development of the material interests of this Commonwealth, but they are only a reminiscence now. Through the efforts of capitalists, through the energy displayed by railway engineers and railway employes, this state has now more than 10,000 miles of railway, and along these 10,000 miles of railway are located the greatest interests that can be found anywhere in the commercial world.

One may travel on the Pennsylvania railroad and sitting in the magnificent coaches, crossing the Allegheny mountains, may look out upon the ruins of the old Pennsylvania Canal and old Portage road, over which commodities were carried from the eastern cities to Pittsburg and the west. Now all these works are settling into decay, but they tell in most eloquent language the story of the enterprise of American citizenship. They also tell of the inventive power, of the brain and of the brawn of those who have been engaged in railway construction and operation by which the great transition has taken place from the slow means of transportation of persons and commodities to that which now exists of almost lightning speed upon the railways of this State.

While railway advancement has been greater in the United States than in any other country of the world, yet the sound of the railway locomotive now reverberates among the Ural mountains and is heard on the frozen plains of Siberia, and this great engine of advancement now enters even the sacred precincts of ancient Jerusalem.

In my official capacity I have wonderful opportunities of studying the operation of railways, and the results they produce in the development of commerce, and no part of this great problem is fraught with more interest than that which relates to those upon whom railway managers of necessity depend for successful operation, the American railway employes.

On the railways whose lines are in whole or in part within the limits of this State, we find the highest advancement in railway construction, and find also the greatest convenience and the best conservation of the interest of the passenger, the consignor and the consignee of commodities.

BROOKS LOCOMOTIVE WORKS.

CLASS 19 A. SERIES 708.

Chicago and Alton. No. 504.

Type—"Eight Wheeled" Passenger.
Gauge—4 ft. 8½ in.
Cylinders—Simple, Piston Valve, 19 in. diam. 26 in. stroke.
Wheels—Leading, 4-36 in. diam.; Drivers, 4-73 in. diam.; Tender, 8-36 in. diam.
Boiler—Radial stayed wagon-top, diam. 66 in.
Fire Box—Sloping; length 114 in., width 41 in.
Tubes—306; diam. 2 in., length 12 ft. 7⅝ in.
Wheel Base—Driving, 8 ft. 9 in.; Engine, 24 ft. 10 in.; Engine and Tender, 53 ft. 2½ in.
Weight—Leading Wheels, 49,000 lbs.; Drivers, 96,000 lbs. Total Engine, 145,000 lbs. Total Engine and Tender, 270,000 lbs.
Fuel—Bituminous Coal; Boiler pressure, 210 lbs.
Heating Surface—Tubes, 2,002 sq. ft.; Fire Box, 177 sq. ft. Total, 2,179 sq ft.
Grate Area—31.8 sq. ft.

As I look upon you and think of the great body of men you represent, and of the wonderful amount of capitalization employed, I am impressed with the importance of your relation to those who own the capital stock and the bonds of our common carriers.

Nearly three thousand millions of dollars represent the stocks and bonds of the railroad companies in whose service you are engaged. Without your loyalty in the discharge of your services, there can be no dividends on stock, and the bond holder must relay upon your fidelity for honoring the payment of his coupons when due.

Of all classes of railway employes embraced in the reports to our office, there are more than 300,000 to whom there was paid last year more than $176,000,000. I do not say that this is a liberal compensation when we consider the hazard of your employment and the fidelity with which your duties are discharged, but I do know that it is a greater daily compensation and a greater yearly compensation than is paid upon the railways of any other nation on the earth, and it ought to be that way, because statistics show the possession of a greater degree of education, a higher order of culture among American railway employes than can be found among the employes of the railways of the foreign governments; and the higher degree of education enables railway employes to render to the railways a greater service, resulting in more profit to the employer than can be rendered by railway employes possessed of a lesser degree of education and refinement.

A few days ago, I was passing down the western slope of the Rocky mountains on the Canadian Pacific. There was presented before me the most magnificent scenery my eyes ever beheld. The descent was rapid, and as the train wound around the sharp curves above canons thousands of feet below and shot through the numerous tunnels of that mountain railway, I could see the engineer and the fireman at their posts of duty, and realized fully how absolutely the lives and limbs of those in the magnificent Pullman cars depended upon the fidelity of those upon the locomotive.

So as I look at you to-day, and realize that upon the railways in whose service you are engaged, there were carried last year over 205,000,000 passengers, I am impressed with the fact that the safety of this prodigiously large number of persons must, of necessity, depend on the care and fidelity desplayed by the train men of our railroads. Not alone upon the engineer and fireman, upon whom every boy in the land looks with great admiration, but also upon the men who handle the trains, who build the cars and who engage in the maintenance of ways.

Then, when I realize that more than 600,000,000 tons of freight have been handled by you and those you represent there is greater empha-

sis added to the fact that you are of the utmost importance in the conduct of the commerce of this State, and indeed of these United States. I believe that the nation holds you, the railway employes of America, in high esteem.

The National Congress has for many years attempted to pass legislation looking to greater freedom from accidents among American railway employes. Legislation has been adopted with a view to the invention and application of safety appliances of the most approved plan, and yet, with all this, notwithstanding the legislation which has been introduced in the several states of the Union, I believe to-day that there is a greater hazard to the life and limb of railroad employes than there ought to be. I do not say that anyone is to blame for this, but I do say that every contrivance, every means of protection of life and limb among not only passengers but also employes, should be introduced in the operation of our railways. If there is any one point in which there is a weakness in the American railways as compared with those of foreign governments, at least as shown by statistics, it is in the number of passengers, employed and other persons that are killed and maimed.

On the railways reporting to our office last year there were 795 employes killed, or 1 employ killed to every 347 employed; and among railway employes there were 14,784 injured, or 1 injured to every 18 employed.

These figures admonish the thoughtful that there is a debt of gratitude due to the men who maintain and operate our railways. The service is, of necessity, a hazardous one, and it must be admitted that an obligation rests with the legislative power in each state and with the Congress of the United States to effect such legislation as will secure a material reduction in the hazard of accident which now exists among American railway employes.

I have thought for years that the grade crossing was a most prolific source of railway accidents, and I have recommended to our Legislature the passage of a law that in all future construction, grade crossings should be prohibited, and that some reasonable means should be adopted for the elimination of grade crossings where they now exist.

The old Pennsylvania Railroad seems to be in the advance line of this most needful improvement, for it is not only gradually eliminating the grade crossings of its own lines with other lines of railway, but to a great extent is also eliminating the highway crossings with its own lines.

In the National Convention of Railway Commissioners recently held in San Francisco, this subject was given careful consideration. Several of the States of the Union, including Massachusetts, Con-

BROOKS LOCOMOTIVE WORKS.

CLASS 19½ A. P. SERIES 772.

Burlington, Cedar Rapids and Northern. No. 77.

Type—"Chautauqua" Passenger.
Gauge—4 ft. 8½ in.
Cylinders—Simple, Piston Valve, 19½ in diam., 26 in. stroke.
Wheels—Leading, 4-36 in. diam.; Drivers, 4-75 in. diam.; Trailing, 2-51 in. diam.; Tender, 8-36 in. diam.
Boiler—Improved Belpaire, diam. 64 in.
Fire Box—Wide; length 90 in., width 74 in.
Tubes—306; diam. 2 in., length 15 ft. 1 in.
Wheel Base—Driving, 6 ft. 9 in.; Engine, 27 ft.; Engine and Tender, 52 ft. 5 in.
Weight—Leading 35,500 lbs.; Drivers, 88,000 lbs.; Trailing Wheels, 35,000 lbs. Total Engine, 158,500 lbs. Total Engine and Tender, 266,000 lbs.
Fuel—Bituminous Coal; Boiler pressure, 200 lbs.
Heating Surface—Tubes, 2,396 sq. ft.; Fire Box, 156 sq. ft. Total, 2,552 sq. ft.
Grate Area—45.25 sq. ft.

necticut, Rhode Island and New York have effected legislation restricting crossings at grade, and it is believed that railway employes in the organizations that exist, ought to at least make suggestions to railways, if not, indeed, to the Legislatures of the several states of the Union, of some means by which there may be a decrease in the hazard which now exist among railway employes, in the operation of railways.

In closing, I may say that there is no class of American citizenship that is considered of greater importance than American railway employes, for upon them largely rests the safety of life, the preservation of property, and the advancement of the commerce of the nation.

NATIONAL CONVENTION OF RAILWAY COMMISSIONERS.

The National Convention of Railway Commissioners was held in the city of San Francisco, California, in June. It was attended by officials of most of the states of the Union, who exercise public supervision over the affairs of railways.

Many important subjects were considered, such as the classification of freights, the appraisement of railroad property, both stocks and bonds, the relations between railroad companies as to the right to make pooling contracts, the introduction of safety appliances to give greater freedom from accidents to both passengers and employes, the control of street or electric railways, and many other important subjects which concern the official supervision of common carriers.

An interesting report was made by the Committee on Legislation bearing upon legislation which the United States Congress should pass upon several important subjects relating to interstate commerce.

The Secretary of Internal Affairs of Pennsylvania was Chairman of this Committee, prepared its report and read the same to the National Convention. That report is submitted herewith.

Report of Committee on Legislation.

The indisposition of the last national convention to fully approve the comprehensive measure submitted for its consideration, and the failure of Congress to adopt that or any other measure in modification of it, would indicate that remedial legislation for the better regulation

of interstate traffic was still afar. Meanwhile the railway more effectually than ever is a "law unto itself." It has so largely perfected joint ownership, consolidation, and directorate representation that the two or more persons which the text writers define as essential to the consummation of an agreement have been entirely eliminated from the definition. Except as hindered by the "feeble restraints" imposed by existing supervision, it may prescribe the rate, regulate the haul, and adjust the classification. The most cohesive of all the still growing combinations, freer from competitive puncture than any of the many others, it might be assumed that it is only "up against" the proposition of Federal supervision of it and all others of its class, whenever such intervention may ultimately assert itself.

To seek to supply evidence to confirm these conclusions would be a superfluity. It is too apparent that so far as progressive consolidation is concerned "the incident has closed." The consolidation has had its substantial beginning, and its progress can only be interrupted by a combat between the powers. The "scope and effect" of these operations have been carefully considered by the Interstate Commerce Commission in its fourteenth annual report, and having "informed itself as well as possible from unofficial sources" the commission announces its deductions as follows:

"When we consider what has actually been done, what is undoubtedly in contemplation, the entire feasibility of these schemes, the very great advantage which would result to the owners of the properties involved, the fact that a step once taken in that direction is seldom retraced, it becomes evident that in the immediate future the main transportation lines of this country will be thrown into great groups, controlling their own territory and not subject, with respect to most of their traffic, to serious competition."

These conditions were not unforseen. They are the outcome of the situation. They have been born of a season of legislative inactivity. Our conventions have more than once sounded the warning. In the able and exhaustive report of the committee on legislation to the eleventh annual convention, quoted also by the same committee in its report to the twelfth annual convention, it was thus forcefully conjectured: "The last results of unrestricted competition and of progressive consolidation must necessarily be the same—monopoly. Promoting or fostering unrestricted competition compels consolidation as a protective measure, but restricting and regulating competition discourages and prevents consolidation."

Judge Knapp, in his instructive paper on "Personal influence in the administration of railway laws," read at the Denver convention, while addressing his thoughts in altogether another channel, indirectly portrays the advantage of system, entirety, and mutual dependence to

ward a hopeful solution of present conditions if the powers that make the laws can only be persuaded to make them appropriately.

"When," says the judge, "the whole subject has thus been carefully examined in the light of reason and experience, there are certain conclusions which seem to me fundamental and for the support of which our influence should be exerted. In the first place, it is seen that all measures of legislation are designed to the one inclusive end of securing at all times and to all persons just and equitable charges for public transportation. To attain this result and realize its advantages, the railroads of the country should be regarded in their entirety and treated, so far as possible, as a single system for all the purposes of legal regulation. Practically there is no such thing as an independent or isolated railway. There are many members, yet but one body. Between the different parts of this complex organization there is such relationship and mutual dependence that whatever affects one must in greater or less degree affect the others also and the public interest as well. Whatever, therefore, tends to harmonize action between different lines, whether connected or competing, whatever operates to bring railway service into more uniform and systematic operation, should be promoted and encouraged by suitable enactments and appropriate administration."

The abundance of railroad literature, the volume of official utterance, the wide scope of judicial deliverance, has lost none of its practical value. Its logic is convincing, its diction attractive. Intended for the better direction of the business thought of the country, the more equable adjustment of differences between shipper and carrier, it is with but little modification still available for the new conditions presented by progressive consolidation. It is neither the time to give pause nor to divert the general direction of previous efforts. The agreement and the pool have most offended. Absorbed in the consolidation, when the combination is perfected, they might be treated as eliminated from the proposition, but the rate, the haul, the classification, still survive. The situation is best summarized in one of the opening paragraphs of the report of the Interstate Commerce Commission for the past year. "Knowledge," says the report, "of present con. ditnons and tendencies increases rather than lessens the necessity for legislative action upon the lines already indicated and in such other direction as will furnish an adequate and workable statute for the regulation of commerce 'among the several States.' "

And again in the same report the commission continues: "It is idle to say that freight rates can not be advanced. During the past year they have been, by concerted action upon a vast volume of traffic, advanced in every part of this country. It is equally idle to say that they will not be advanced. It is both human nature and the lesson

of history that unlimited power induces misuse of that power. Railways are not combining for the purpose of 'extortion and abuse,' but none the less should the people provide some protection against that possible result of the combination."

The consensus of opinion and the weight of authority clearly indicate that the new conditions do not avoid the need of protective legislation, but rather do they the more imperatively demand it. It will scarcely be maintained that the country—for the railway problem includes the country—must await the slow growth of legislation that may eventually be invoked for the regulation and superintendence of business combinations generally. Nor can it be otherwise than admitted that with competition, "the only check upon the rate removed," with nothing "to keep down the price of carriage" except the "force of popular opinion" and "the feeble restraints of the present law," that efforts should be renewed and energy strengthened toward the speedy enactment of appropriate protective railway legislation.

To perform a public service and discharge a private trust impose duties apparently of divergent purpose. No man can serve two masters. He must not be permitted to tarry too long in his opportunity to do violence to this long-accepted axiom of apostolic ethics. The longer one is relieved from the restraints of discipline, the less willing he is to submit to their imposition. To levy your own assessments, collect your own tax, is a precious privilege. The gatekeeper on the turnpike gathered his tolls in sums permitted by the terms of the charter. There was no free travel except for the dead man, his escort, and the churchgoer. The miller tolled his grist in quantities fixed by immemorial usage. The earlier railroad charters and the general railroad laws of the older states prescribed maximum rates, reduced sometimes when concessions accompanied the franchise. The volume of traffic was steady. Its slight increase demanded neither better facilities nor justified lower prices. The only precedent that the early railway projectors had to determine a rate was the cost of the old canal or wagon haul. By these primative methods of carriage it required the same amount of money to carry the same quantiy of goods 15 miles as it does now to carry the same quantity of goods from the middle of the continent either way to the ocean. A rigid rule, therefore, might be safely made operative. The present need of a flexible one is too apparent for discussion.

In its annual report for the year 1900 the Interstate Commerce Commission states, with reference to legislation, it "has little to suggest and nothing new to propose." Why seek for new propositions if those already suggested were wise propositions? When was there a more comprehensive measure of recent consideration, more comprehensive than the act that created the commission itself, as it came

afterwards to be judicially interpreted, than the bill that happened to become popularly known as the Cullom bill? It was the product of careful study and intelligent conference of the best business thought of the country. It comes as near the "workable statute" as any yet framed. While it appears to be a voluminous production, it is only made so that it may suitably provide for the ultimate judicial determination and consideration of such questions as it has so often been decided must ultimately find their conclusions only in the Federal courts. Its salient features were its long and short haul clause, its rate-posting provisions, and, above all, the authority it vested in the commission to establish a "national freight classification" and to fix, where its judgments need to be so perfected, maximum, minimum, or differential charges. It only inferentially permitted traffic agreements, providing, as in did, where such contracts, agreements, or arrangements existed, that copies should be filed with the commission. In view of the changed condition it would probably be the part of wisdom, for the present at least, not to suggest a more forceful enlargement.

This question of protective railway legislation was so ably treated in the report of the committee on legislation to the last annual convention that there should be no answer to the logic of that treatment save to deny the need of any legislation at all. That has never been the province of our conventions, and never will be until the need has disappeared in the accomplishment of the purpose sought. Affirmative discussion having been so forcefully conducted in the past, it is unnecessary to prolong it.

The question must find its way to the floor of Congress. There it has never yet been disposed of. Ultimately it will be, one way or the other. The relief measure last proposed, or the better understood so-styled Cullom bill, was never considered outside of committee. Though adversely reported, it received subsequently more favorable consideration when it was alotted a place on the calendar. There it rested, failing, as did a vast deal of other important legislation, with the close of the recent Congress.

Your committee would recommend that this bill or some measure akin to it be suggested to the Fifty-seventh Congress and in that connection beg leave to submit the following resolution:

Resolved, That the Congress be earnestly urged to the prompt enactment of appropriate and essential legislation to forbid the charge or receipt of unreasonable or greater compensation for the transportation of passengers or property over a shorter than a longer haul; to provide for the proper and more satisfactory posting and publication of tariffs showing the rates, fares, terminal charges, and joint rates charged for interstate transportation, as well within our

borders as beyond them, and to more fully and specifically declare against unjust discrimination, rebates, and other devices that would avoid the published rates and schedules, and to penalize such offenses; to clothe the Inter-State Commerce Commission with power and authority to establish a national freight classification and permit it to alter and amend it when required, and to fix also maximum, minimum, and differential charges when its judgments need to be so perfected.

Resolved, That while urging action on the several subjects upon which protective legislation appears to be most required, the convention would particularly direct attention to the methods of enforcement, arrangement, expression, and incidentals substantially and fully prescribed and set out specifically and in detail in the measure submitted to the Senate at the first session of the Fifty-sixth Congress, known to and accepted by the public as the Cullom bill.

Resolved, That copies of this report and resolution be transmitted to the President of the Senate and the Speaker of the House of Representatives.

COMPLAINT.

A complaint was made against the Dunning's Creek Branch of the Bedford Division of the Pennsylvania Railroad by A. C. Blackburn and Company, wholesale grocers at Fishertown, Pennsylvania.

The complaint was first made to the Interstate Commerce Commission and the chairman of that Commission wrote to Messrs. Blackburn and Company as follows:

"Washington, May 25, 1901.

"Messrs. A. C. Blackburn & Co., Fishertown, Pa.:

"Gentlemen: The engagements of the Commission here and elsewhere have prevented earlier reply to your letter of the 10th instant.

"Upon due consideration, the Commission is satisfied that it has no jurisdiction to require additional train service on the branch road serving your town. We have, however, called the attention of the Pennsylvania Railroad management to your complaint, which appears to be all we can do in the premises. It may be that the Department of Internal Affairs of your State has authority to grant you some relief, and you might make application to Hon. Isaac B. Brown, Superintendent, Bureau of Railways, Harrisburg, Pa.

"Yours very truly,

"MARTIN A. KNAPP,
"Chairman."

This was inclosed to this office with a communication from Messrs. A. C. Blackburn and Company, of which the following is a copy:

"Fishertown, Pa., May 29, 1901.

"Hon. Isaac B. Brown, Superintendent, Bureau of Railways, Harrisburg, Pa.:

"Dear Sir: The Chairman Inter-state Commerce Commission, Washington, D. C., upon due consideration of complaint which we made versus Pennsylvania Railroad, kindly refers us to carry same before you. Our complaint is as follows: We are situated at Cessna, Pa., conducting a wholesale grocery business of near $100,000 yearly, and we find we can no longer meet competition without regular daily train service. Cessna being on a branch road from Bedford, Pa., they have in the past been giving us but three trains weekly or train every other day, and no passenger service at all, through which the community at large, which they should endeavor to serve, is neglected. Our freight alone last month amounted to $226, which is only a small portion of the receipts of this station. Kindly inform us whether it is possible, under your Department, to compel the railroad to give some relief in accordance with the requirements of the charter under which they are operating. Would you allow us to present you with a petition of 1,000 voters, which will show the need of better freight and also passenger service from Bedford to this point?

"Yours very truly,

"A. C. Blackburn & Co."

Soon after the receipt of this letter, which came during the absence of the Superintendent, a letter was addressed to Messrs. Blackburn and Company, of which the following is a copy:

"Harrisburg, Pa., June 24, 1901.

"Messrs. A. C. Blackburn & Co., Fishertown, Pa.:

"Gentlemen: I beg to acknowledge receipt of your letter of the 29th ultimo which came during my absence in California, and to say in reply that if you have the petition referred to you can file it in this office. I will take no action until I hear from you on this subject. In the meantime you might also state what railroad it is of whose service you complain.

"I do not ask that you furnish the petition referred to, but if you have it prepared, it would be well to file it.

"Very truly yours,

"ISAAC B. BROWN,

"Superintendent."

To this Messrs. Blackburn and Company further replied by the following letter:

"Fishertown, Pa., June 25, 1901.

"Mr. Isaac B. Brown, Superintendent, Harrisburg, Pa.:

"Our Dear Sir: Referring to your favor under date of the 24th inst., beg to state that we have not yet proceeded with general petition referred to, but surely desire to bring the matter up in proper shape and if you suggest that this would be of any benefit in showing the great necessity, we will do so at once, as the public desires to have a passenger as well as better freight service at Cessna. We have our warehouses there and cannot meet the competition with only ten to twelve trains monthly and no passenger service at all. The tonnage at this point is almost as heavy if not heavier than at the best stations along the Bedford Division of the Pennsylvania Railroad, of which this is a part. We are surely glad to receive a recognition in this matter and hope to

show you that we deserve what we are asking for. Hoping to hear from you soon, we are,

"Most heartily,
"A. C. Blackburn & Co."

On the 9th day of July following, a communication was addressed to the President of the Pennsylvania Railroad Company, of which the following is a copy:

"Harrisburg, Pa., July 9, 1901.

"Mr. A. J. Cassatt, President Pennsylvania Railroad Company, Philadelphia, Penna.:

"My Dear Sir: A complaint has been filed in this office by A. C. Blackburn & Co., of Fishertown, Pa., with reference to the public service of your company. Among other things it is alleged that the firm, located at Cessna, Pa., conducting a wholesale grocery business, is greatly crippled in the transaction of its business on account of there being no regular daily train service. That Cessna, being on a branch road from Bedford, has only a train service of three trains per week, or a train every other day, and that no passenger service whatever is furnished. That on account of this failure to conserve the public interests both for transportation of commodities and passengers, there is a failure to perform the duties of a common carrier as required by law.

"The complainants assert that they are large shippers and paid upwards of $200 last month for freight. I would be glad to know if there is any way by which the shippers and passengers along the line of this branch road can be better served without injury to your company. Please give this matter early attention.

"Very truly yours,
"ISAAC B. BROWN,
"Superintendent."

To this letter Mr. A. J. Cassatt, President of the Pennsylvania Railroad Company, replied as follows:

"Philadelphia, July 10, 1901.

"Mr. Isaac B. Brown, Superintendent, Bureau of Railways, Harrisburg, Pa.:

"Dear Sir: I beg to acknowledge receipt of your favor of the 9th instant, and to advise you that the same has been referred to Mr. S. M. Prevost, third vice president, for investigation and reply.

"Yours truly,
"A. J. CASSATT,
"President."

On the 6th day of August, 1901, a letter was received from Messrs. Blackburn & Co., of which the following is a copy:

"Fishertown, Pa.

"Mr. Isaac B. Brown, Harrisburg, Pa.:

"Our Dear Sir: Again referring to the poor service by the Pennsylvania Railroad on Cessna branch, beg to ask if there is any information that we can give or get for you, as it is a matter of such vital importance to us that nothing will be considered too arduous for us to do for you in the matter. We find that there have been nearly 200 (or a little over) solid car loads at Cessna, Pa., in the last six months, not including the local goods which would likely be

much more in tonnage, as last night two car loads of local came to this station. We learned last night that the Pennsylvania Railroad people are trying to represent the income by calculating the branch in miles (8). For instance, a package of freight from Philadelphia would be thirty-eight cents (277 miles). Cessna branch would get nearly two cents as the miles stand. This representation would be their side of the case, but not in a proper light, as these branches should be called feeders and give the patrons some advantages.

"Kindly advise what action has been taken.

"Yours very truly,

"A. C. Blackburn & Co."

On the 6th day of August, an inquiry having been received from Messrs. Blackburn and Company, as above quoted, a communication was addressed to Vice President Prevost, of the Pennsylvania Railroad as follows:

"Harrisburg, August 6, 1901.

"Mr. S. M. Prevost, Third Vice President, Pennsylvania Railroad Company, Philadelphia, Pa.:

"Dear Sir: I beg to ask what action, if any has been taken in regard to the complaint of A. C. Blackburn & Co., as to the inefficiency of the public service rendered by the Pennsylvania Railroad on the Cessna Branch. I have a communication from Blackburn & Co. this morning, and as I have heard nothing from the former letter referred to you by President Cassatt, I beg to ask that you give the matter as early attention as possible.

"Very truly yours,

"ISAAC B. BROWN,

"Superintendent.

A further letter was received from Messrs. Blackburn and Company, of which the following is a copy:

"Fishertown, Pa., September 7, 1901.

"Mr. Isaac B. Brown, Harrisburg, Pa.:

"Our Dear Sir: Again referring to our conversation relative to improper service of the Pennsylvania Railroad, beg to inquire whether you can give us any information leading to the decision of the officials whom you addressed. We feel that it is impossible to further operate under the condition as it exists.

"Hoping to hear from you soon and thanking you for your courteous treatment when we visited you, we are,

"Most truly yours,

"A. C. Blackburn & Co."

On the 9th of September, 1901, the following letter was received from the General Assistant of the Pennsylvania Railroad Company:

"Philadelphia, September 5, 1901.

"Mr. Isaac B. Brown, Superintendent, Bureau of Railways, Department of Internal Affairs, Harrisburg, Pa.:

"Dear Sir: Referring to your favor of July 9, to Mr. A. J. Cassatt, President, and to your subsequent inquiry of August 6, addressed to Mr. S. M. Prevost, third vice president, I beg to advise you that the subject therein referred to of

additional train service on the Dunning's branch of the Bedford Division is one that has received careful consideration at the hands of our operating officers, and it has now been arranged to provide a regular passenger and freight service to be run tri-weekly over the road between Bedford and Cessna, and a time table will be issued, taking effect Tuesday, September 10, showing the time of this train at the various stations on the road. This will furnish all the facilities the situation will warrant.

"I hope, with the establishment of this regular schedule, that there may be no further cause for complaint on the part of shippers or passengers on this line.

"I am,

"Yours very truly,

"W. A. PATTON,

"Assistant to the President."

On the 9th of September, 1901, a communication was addressed to Messrs Blackburn and Company, as follows:

"Harrisburg, Pa., September 9, 1901.

"Messrs. A. C. Blackburn & Co., Fishertown, Pa.:

"Gentlemen: I acknowledge receipt of your letter of the 7th instant, and in reply beg to say that I have information from the Pennsylvania Road in relation to your complaint for defective service, as follows:

" 'I beg to advise you that the subject therein referred to of additional train service on the Dunning's Creek branch of the Bedford Division is one that has received careful consideration at the hands of our operating officers, and it has now been arranged to provide for a regular passenger and freight service to run tri-weekly over the road between Bedford and Cessna, and a time table will be issued, taking effect Tuesday, September 10, showing the time of these trains at the various stations on the road. This will furnish all the facilities the situation will warrant. I hope with the establishment of this regular schedule, that there may be no further complaint on the part of the shippers and passengers on this line.' "

"Very truly yours,

"ISAAC B. BROWN,

"Superintendent."

This correspondence exhibits practically all the action taken by this office in relation to the complaint filed against the above named company. The spirit which characterized the railroad company in furnishing service to accommodate shippers along the line of its road, is a commendable one, and it is probable that the change has been satisfactory, as no further complaint has been made by Messrs. Blackburn and Company or other persons along the line of said road.

The following-named companies, required by law to make report to this office for the year ending June 30, 1901, as provided for in the Constitution and the act of 1897, having failed to make such reports, the penalty provided by law has been imposed and they have been certified to the Attorney General for its collection:

The Carnegie and Rosslyn Park Street Railway Company.
The Chestnut Ridge Railroad of Pennsylvania.
The Monterey and Streets Run Connecting Railroad Company.
The Newtown and Delaware River Traction Company.
The Northwestern Street Railway Company.
The Philadelphia and Bristol Passenger Railway Company.

STEAM RAILROADS NOT IN OPERATION.

List of steam railroad corporations, whose lines are not in operation or are not constructed, or are now in process of construction, exhibiting the "authorized" capital, together with the amount expended on organization, construction, capital paid in, etc. (Blank spaces in the columns indicate that the information has not been furnished the Department.)

	Capital stock authorized by law.	Capital paid in.	Amount expended on organization, construction, etc.
Allegheny and Chartiers,	$15,000	$720	$4,547
Allegheny and Lawrence,	1,500,000	490,000	4,879
Altoona and Beech Creek Terminal,	150,000	150,000	.....
Athens and South Waverly,	10,000	1,000	981
Beaver Valley,	10,000	1,500	1,136
Beech Creek Extension,	4,500,000	3,652,600	8,000,000
Belfast and Nisky,	15,000	300	122
Black Diamond,	70,000	1,400	1,400
Bridgeville and Millers' Run,	20,000	4,000	4,000
Bristol and Bridgewater,	25,000	.....	400
Bristol and Neshaminy,	25,000	.....	14,000
Broad Street Underground,	60,000	6,000	.....
Cambria Terminal,	70,000	70,000	37,327
Canonsburg and Bishop,	40,000	800	800
Central Valley,	100,000	10,000	.....
Charlerol and Bellevernon,	30,000	3,000	3,600
Chartiers and Venitia,	50,000	1,000	1,000
Cheat River,	35,000	3,500	3,500
Chest Creek,	100,000	6,000	6,000
Cheswick and Harmar,	50,000	1,000	1,000
Coal Glen,	10,000	1,000	.....
Clarion, Summerville and Pittsburg,	200,000	20,000	2,500
Clearfield, Conemaugh and Western,	1,500,000	37,500	35,000
Consolidated Terminal,	70 000	3,465	3,441
Cornwall and Western,	250,000	12,500	9,896
Dahoga and Highland,	30,000	3,000	47,289
Danville and River Side,	50,000	3,790	3,790
Danville and Shamokin,	250,000	26,710	26,710
Dauphin and Berks,	100,000	100,000	100,000
Delaware Valley,	1,000,000	.....	30,500
Eastern,	25,000	2,750	673
Erie Eastern,	250,000	.....	10,000
Finleyville,	45,000	900	833
Finleyville and Library,	30,000	1,500	400
Fourth Pool Connecting,	150,000	1,800	684
Fort Pitt and Leasdale,	30,000	600	600
French Creek,	100,000	.....	.....
Glasgow,	7,500	750	.....
Glasport,	50,000	1,000	9,605
Greenlick,	45,000	9,712	760
Green and Van Emaus,	30,000	600	600
Houstonville Coal,	50,000	1,000	1,000
Huntingdon and Clearfield,	300,000	2,750	2,738
Kane,	110,000	5,900	5,945
Kutztown and Reading,	150,000	3,000	2,232
Lewis Run,	40,000	800	452
McKeesport and Port Perry,	50,000	1,000	302
McKeesport and Versailles Belt,	50,000	250	175
McPhersons Creek,	20,000	400	400
Manchester Connecting,	20,000	400	332
Marcy,	10 000	550	167
Masontown and Newsalem,	80,000	80,000	389,049
Massillion and Little Beaver,	30,000	3,000	189
Marion Creek,	25,000	1,500	1,070
Mercer Valley,	30,000	30,000	.....

STEAM RAILROADS NOT IN OPERATION—Continued.

	Capital stock authorized by law.	Capital paid in.	Amount expended on organization, construction, etc.
Merrittstown and New Salem,	40,000	4,000	1,280
Midway and Oakdale,	100,000	42,050	42,050
Milford and Dingman,	80,000	1,600	1,630
Milford and Log Tavern,	60,000	.....	1,135
Milford, Matamoras and New York,	150,000	.....	91,753
Monongahela,	370,000	148,000	127,040
Monongahela and Allegheny,	60,000	2,500	3,296
Monongahela River and Snowden,	100,000	2,000	2,000
Monongahela Short Line,	200,000	2,000	2,000
Moonngahela Southern,	160,000	160,000	310,589
Monongahela and South West,	200,000	2,000	2,000
Monongahela and Western,	20,000	800	800
Montour and Gregg,	30,000	6,000	6,000
New Castle and Butler,	20,000	20,000	38,322
New Castle and Lowell,	150,000	14,000	101,220
New Cumberland and Pittsburg,	400,000	8,000	211
New York, Pokano and Western,	50,000	5,000	1,100
Northern Lackawanna,	200,000	20,000	15,000
North Shore,	200,000	5,881	5,881
Northumberland and Nanticoke,	580,000	58,000	2,024
Nunundah,	25,000	2,500	651
Oakmont and Wilkinsburg,	60,000	.....	282
Ohio and Northeastern,	250,000	12,500	13,512
Ohio Valley,	125,000	6,250	412
Oley Valley,	225,000	225,000	177,875
Oswayo,	25,000	1,000	975
Path Valley,	200,000	11,000	32,000
Pencoyd and Philadelphia,	50,000	5,000	4,809
Pennsylvania Midland,	1,900,000	.....	20,000
Pennsylvania and Western,	100,000	100,000	100,000
People's,	5,000,000	.....	446,000
Philadelphia and Eastern,	250,000	25,000	25,000
Philadelphia, Glenside and Willow Grove,	100,000	1,200	1,200
Pittsburg, Binghampton and Eastern,	1,100,000	90,000	89,318
Pittsburg, Bradys Bend and Lake Erie,	600,000	10,000	12,500
Pittsburg and Carnegie,	50,000	1,000	1,000
Pittsburg and Charleroi,	180,000	.....	9,974
Pittsburg and Harmarsville,	100,000	2,000	11,000
Pittsburg and Mansfield,	1,000,000	.....	.....
Pittsburg and Northwest,	500,000	.....	4,865
Pittsburg and State Line,	20,000	20,000	333
Pittsburg and Western Terminal,	100,000	600	690
Pittsburg, Westmoreland and Somerset,	220,000	11,000	144,549
Point Breeze and Gibbons Point,	18,000	5,312	5,312
Reading Belt,	750,000	750,000	841,042
Reading and Birdsboro,	100,000	2,000	.....
Reading and Hamburg,	150,000	3,000	.....
Roxborough,	100,000	70,000	70,301
Scranton and Northeastern,	100,000	10,000	10,000
Sharon and Butler,	600,000	15,000	2,090
Sherrick Run,	500,000	50,000	4,219
Slatington,	200,000	5,000	678
Somerset County,	200,000	74,300	74,300
Southern Central,	3,000,000	.....	705
Sugar Valley,	20,000	2,000	2,000
Tuscarora,	310,000	310,000	310,000
Tylerdale Connecting,	25,000	25,000	30,939
Venango,	60,000	1,200	282
Washington County,	150,000	3,000	3,000
Washington, Westminster and Gettysburg,	400,000	28,000	7,000
West Chester and Phoenixville,	250,000	12,750	38,852
Western Washington,	30,000	30,000	53,000
West Way Terminal,	10,000	1,000	1,000
White Deer Valley,	30,000	12,000	12,000
Wilkes-Barre and Hazleton,	1,500,000	1,500,000	.....
Winfield,	10,000	10,000	8,764
Wyoming and Pond Creek,	60,000	15,000	15,000
Youghiogheny Central,	200,000	10,000	10,405
Youghiogheny County,	50,000	1,000	.....
Youghiogheny and Elizabeth,	50,000	2,000	2,000
Youghiogheny Southern,	200,000	200,000	200,000
Youghiogheny Terminal,	24,000	2,400	2,400
Total,	$36,509,500	$5,936,790	$12,330,214

LIST OF STREET RAILWAYS NOT IN OPERATION.

List of street railway corporations, whose lines are not in operation, or are not constructed, or are now in process of construction, exhibiting the "authorized" capital, together with amount expended on organization, construction, capital paid in, etc. (Blank spaces in the columns indicate that the information has not been furnished the Department.)

	Capital stock authorized by law.	Capital paid in.	Amount expended on organization, construction, etc.
Allegheny Valley,	$42,000	.....	$17,935
Allentown and Coopersburg Street Railway,	50,000	$1,600	1,600
Allentown and Coopersburg Street Railway,	$50,000	$1,600	$1,600
Altoona and Hollidaysburg Street Railway,	50,000	.....	.....
Apollo, Vandergrift and Leechburg Street Railway,	25,000	2,500	500
Aspinwall and Springdale,	48,000	.....	.....
Aramingo Avenue Passenger,	12,000	6,250	145
Arcadia and Clifton Heights Railway,	25,000	505	505
Arcadia Park,	100,000	1,000	750
Baden Electric,	3,400	340	.....
Bangor, East Bangor and Portland,	12,000	3,220	3,175
Beaver Falls and Elwood City,	50,000	5,000	325
Beaver Meadow, Hazleton, Mahanoy and Shenandoah,	150,000	15,000	15,000
Bedford Electric,	15,000	500	200
Bellefonte Street Electric,	18,000	600	94
Bellevernon and East Side,	30,000	.....	.....
Belmont Avenue,	18,000	600	146
Ben Avon,	6,000	600	.....
Bethlehem and Bath,	36,000	14,400	1,440
Bethlehem and Siegfried,	42,000	16,800	16,800
Braddock and North Homestead,	9,000	.....	.....
Bradford County,	250,000	.....	.....
Brown and Parrish,	15,000	15,000	5,007
Cambridge and Edinboro,	50,000	5,000	5,000
Canonsburg,	27,000	1,800	1,382
Carnegie, McDonald and Canonsburg,	120,000	5,366	5,366
Carnegie, Oakdale and McDonald,	60,000	2,000	160
Cement Belt,	72,000	7,200	3,382
Central Electric of Philadelphia and Delaware County,	60,000	.....	2,080
Central Rapid Transit,	50,000	1,200	350
Chambersburg and Gettysburg,	50,000	1,400	1,400
Charleroi,	10,000	.....	120
Citizens' North End,	36,000	36,000	518
Clearfield Traction,	1,500,000	10,000	69,642
Coke Belt,	600,000	6,000	1,000
Columbia and Montour,	375,000	225,000	225,000
Conneaut and Erie,	200,000	6,000	829
Connell Park and Speedway,	50,000	5,000	5,000
Coraopolis and Monoca,	75,000	75,000	382
Corey Avenue,	10,000	1,000	37,650
Crawford County,	90,000	6,000	5,500
Creighton, New Kensington and Springdale,	45,000	.....	.....
Doylestown,	10,000	1,000	1,299
Darby and Clifton Heights,	6,000	200	93
Dillsburg, York Springs and Gettysburg,	150,000	5,000	750
Doylestown and Eastern,	100,000	600	600
Duquesne and Dravosburg,	12,000	400	122
East Aramingo Avenue,	18,000	9,250	148
Eastern Crawford County,	54,000	3,600	800
Easton, Tatamy and Bangor,	60,000	6,000	1,992
Easton and South Easton,	100,000	2,000	.....
East Pittsburg and Wilmerding,	500,000	.....	17,393
Economy Electric,	4,600	460	.....
Edgewood,	5,000	500	.....
Erie Rapid Transit,	500,000	65,000	52,000
Evergreen,	12,000	12,000	12,000
Fairmount Park,	100,000	.....	.....

STATION AT LEBANON, PA.

Philadelphia and Reading Railway Company

LIST OF STREET RAILWAYS NOT IN OPERATION—Continued.

	Capital stock authorized by law.	Capital paid in.	Amount expended on organization, construction, etc.
Fishers Lane,	12,000	1,200	267
Frankford, Bridesburg and East Fairmount,	78,000	2,320	2,000
Frankford and Fairmount,	78,000	7,800	18,563
Germantown and Fairmount Park,	80,000	8,000	1,224
Gladwyn Electric,	12,000	420	255
Glendale and Camp Hill,	20,000	400	400
Greensburg and Southern Electric,	50,000	.....	.....
Greenville,	50,000	10,000	.....
Harmony Electric,	7,600	760	.....
Hatboro and Horsehan,	7,500	750	250
Hawkins Street Railway,	10,000	1,000	.....
Hazlewood,	15,000	5,000	235
Highland Grove Traction,	11,200	11,200	18,388
Kane Street Railway,	6,000	200	.....
Knoxville, Fair Haven and Mt. Lebanon,	50,000	1,050	622
Kutztown and Fleetwood,	100,000	3,000	2,040
Lake Erie Street Railway,	1,000,000	1,000,000	1,000,000
Lancaster, St. Petersburg and Manheim,	175,000	46,592	11,923
Lancaster, Willow Street, Lampeter and Strasburg,	200,000	200,000	64,398
Lansdale and Norristown,	60,000	6,000	1,751
Latrobe,	6,000	600	600
Lehigh and Carbon,	120,000	12,000	2,358
Lewisburg and Mifflinburg Electric,	100,000	1,950	.....
Lindley Avenue,	12,000	1,200	237
Lingletown and Blue Mountain,	100,000	.....	500
McKeesport and Irwin,	120,000	12,000	2,000
McKeesport and West Elizabeth,	24,000	.....	165
Mahanoy Valley,	18,000	600	600
Market Street, Richmond and Frankford Elevated,	96,000	96,000	124,000
Meadville and Saegertown,	34,000	34,000	3,200
Meadville and Titusville,	180,000	18,000	15,000
Merion Electric,	40,000	4,000	600
Midland Street,	100,000	100,000	100,000
Midvale Street,	30,000	3,000	157
Mifflin Street,	5,000	500	.....
Monongahela Traction,	5,000	500	500
Morrisville and Delaware River,	6,000	600	106
Morrisville Traction,	6,000	840	756
Morrisville and Trenton Street Railway,	18,000	600	114
Mount Jewett and Marion,	54,000	1,200	.....
Nay Aug Park,	50,000	1,000	360
Nazareth and Bath,	24,000	9,600	9,600
Nazareth and Farmersville,	9,000	300	144
New Castle and New Brighton,	40,000	4,000	2,970
New Castle and Sharon,	150,000	15,000	582
New Castle and Youngstown,	50,000	5,000	385
New Homestead,	10,000	10,000	17,150
New Jersey and Philadelphia,	90,000	9,000	.....
Northampton Southern,	36,000	3,600	.....
North Braddock,	5,000	.....	559
Northeastern Traction,	100,000	100,000	350,000
North Philadelphia,	300,000	300,000	300,000
Nunnery Hill,	24,000	24,000	24,000
Oakmont and Verrona Traction,	7,500	250	93
Oakmont and Wilkinsburg,	48,000	.....	.....
Ohio Valley Electric,	70,000	2,200	44
Oil City, Rouseville and Franklin,	150,000	90,000	109,204
Oxford and Kennett,	100,000	3,200	500
Park Avenue and Carlisle Street,	8,000	800	800
Pembroke,	300,000	.....	.....
People's Traction,	6,000,000	6,000,000	.....
Philadelphia, Baltimore and Narberth,	24,000	2,400	255
Philadelphia and Merion,	100,000	25,000	8,303
Philadelphia and Paoli,	500,000	3,000	38
Philadelphia and Rosemont,	150,000	25,000	2,500
Philadelphia Rural,	100,000	600	.....
Philadelphia Suburban,	6,000	250	250
Philadelphia, Trenton and Lehigh Valley,	700,000	32,500	7,570
Philadelphia and Willow Grove,	100,000	79,000	76,824
Phoenixville and Bridgeport,	100,000	3,300	2,500
Pitcairn and Wilmerding,	700,000	.....	17,018
Pittsburg and Butler,	36,000	3,600	1,275
Pittsburg and Southern,	12,000	1,200	.....
Pittston People's Electric,	50,000	5,000	500
Port Carbon and Middleport,	100,000	60,000	60,555
Pottstown, Boyertown and Reading,	150,000	6,200	7,275
Pottstown and West Chester,	500,000	45,690	51,830

LIST OF STREET RAILWAYS NOT IN OPERATION—Continued.

	Capital stock authorized by law.	Capital paid in.	Amount expended on organization, construction, etc.
Rankin and Hawkins,	6,000	600	.....
Reading, Hamburg and Pottsville,	12,000	400	.....
Reading and Millmont,	12,000	1,200	150
Reading and Pottstown Electric,	100,000	3,200	563
Saegertown and Venango,	72,000	7,200	7,200
Seymour Street Railway,	30,000	3,000	1,336
Sharon and New Castle,	120,000	120,000	12,520
Sharon and State Line,	10,000	10,000	117
Sharon and Wheatland,	50,000	50,000	100,000
Shenandoah and Pottsville,	250,000	7,800	7,800
Siegfried and Walnut Street,	96,000	9,600	2,000
Slate Dale Street,	50,000	2,000	5,100
Slatington and Palmerton,	21,000	700	700
Smethport Electric,	12,000	400	172
South Bethlehem and Saucon,	30,000	1,000	991
South Park,	8,000	800	.....
South Side,	20,000	675	120
Spangler and Hastings,	42,000	1,400	100
State Line Electric,	100,000	500	250
Summit Street,	6,000	600	600
Swissvale Avenue,	5,000	500	.....
Swissvale,	5,000	500	.....
Sycamore,	18,000	600	10,985
Terminal,	7,500	2,500	15,226
Tioga and Venango Street Passenger,	4,000	400	400
Trappe and Limerick Electric,	175,000	175,000	85,170
Treaton and Bristol,	66,000	66,000	2,076
Turtle Creek and Millersburg,	.....	.....	.....
Tyrone Electric,	36,000	36,000	6,000
Uniontown and Monongahela Valley,	450,000	3,600	1,200
Union Traction of Pittsburg,	1,000	100	57
Venango Traction,	50,000	2,525	2,525
Verona and Oakmont Traction,	4,500	150	92
Wampum and Elwood City,	20,000	2,000	187
Warren and Sheffield,	125,000	57,500	4,534
Washington and Green,	55,000	5,500	2,352
Wayne and Conshohocken,	30,000	1,000	177
Waynesburg and Ten Mile Valley,	12,000	400	85
West Chester and Downingtown,	100,000	2,000	2,000
West Chester, Kennett and Wilmington,	50,000	1,600	700
West Elizabeth and Dravosburg,	42,000	2,450	2,450
West Newton Northern,	50,000	1,000	840
White Hall Street Railway,	12,000	400	125
White Hill and Mechanicsburg,	70,000	7,000	5,447
Wilmington and West Chester,	60,000	2,000	500
Wilkinsburg Connecting,	5,000	500	.....
Wilkinsburg, Frankstown Avenue and Verona,	54,000	1,080	.....
Wilkes-Barre Street Railway,	60,000	6,000	6,006
York and Dallastown,	60,000	1,200	606
York and Dover,	50,000	1,600	318
York and Manchester Electric,	50,000	1,200	139
York Springs,	125,000	1,800	1,724
York and Wrightsville Electric,	75,000	2,240	152
Youngstown and New Castle,	75,000	2,500	1,592
Totals,	$23,162,800	$9,657,783	$3,245,295

LIST OF TELEGRAPH AND TELEPHONE COMPANIES NOT IN OPERATION.

List of telegraph and telephone companies to whom charters have been granted but whose lines have not been constructed or are not in operation, exhibiting amount of authorized capital, capital paid in and amount paid for organization, construction, etc.

	Capital stock authorized by law.	Amount capital stock paid in.	Amount expended on account of organization, construction, etc.
Carbon County,	$30,000	$3,000	$490
Carnot,	1,000	900	900
Central Commercial,	100,000	41,830	70,396
Connellsville,	1,000	100	60
Dauphin County,	300,000	50,000	50,000
Drawbaugh,	2,000,000	454,000	447
Easton,	1,000	1,000	9,487
Equitable,	2,000	200	200
Juniata and Susquehanna,	150,000	100,000	90,000
Mercer,	20,000	.....	.....
New Castle,	32,000	.....	.....
North and West Branch,	100,000	10,000	83,000
Pennsylvania,	50,000	5,200	5,200
Philadelphia Standard,	2,000,000	1,151,000	150,000
Schuylkill Valley,	4,000	4,000	.....
Southern,	10,000	6,630	4,000
Tel., Tel. and Cable Company of Pennsylvania,	25,000	2,500	145
United States Long Distance,	1,000	1,000	12,330
Warren,	25,000	25,000	25,000
Washington,	1,000	250	250
Washington County,	75,000	7,500	4,401
Wayne and Pike Independent,	6,000	1,100	1,100
West Penn Long Distance,	10,000	10,000	17,493
Total,	$4,944,000	$1,875,210	$524,899

CONSOLIDATIONS, REORGANIZATIONS, ETC.

The following named corporations have been reported as consolidated with other corporations:

STEAM.

Bradford Central Railroad merged and consolidated into Pittsburg, Binghampton and Eastern Railroad August 28, 1900.

Canoe Creek Railroad merged and consolidated into Beech Creek and Eastern Railroad March 30, 1901.

Canton and Wellsboro Railroad and Pittsburg, Binghampton and Eastern Railroad merged and consolidated into Pittsburg, Binghampton and Eastern Railroad August 28, 1900.

Galeton and Eastern Railroad merged and consolidated April 1, 1901, into Buffalo and Susquehanna Railroad Company.

Mont Alto Railroad sold at judicial sale; re-organized under title Cumberland Valley and Waynesboro Railroad.

New Castle and Shenango Valley Railroad and Sharon Railroad merged and consolidated into Sharon Railroad January 9, 1901.

Neversink Mountain Railroad sold at judicial sale February 16, 1901; re-organized March 27, 1901, under same title.

Northern Susquehanna Railroad merged and consolidated into Buffalo and Susquehanna Railroad April 1, 1901.

Susquehanna and Clearfield Railroad merged and consolidated into Beech Creek Extension Railroad March 30, 1901.

Susquehanna and New York Railroad merged and consolidated into Buffalo and Susquehanna Railroad April 1, 1901.

Tionesta and Salmon Creek Railroad merged and consolidated into Sheffield and Tionesta Railroad June 1, 1901.

Titusville, Cambridge and Lake Erie Railroad re-organized April 1, 1901, under title Lake Erie Railroad.

West Branch Valley Railroad merged and consolidated into Beech Creek Extension Railroad March 30, 1901.

York Southern Railroad merged and consolidated into Maryland and Pennsylvania Railroad February 26, 1901.

STREET.

Allentown and Cooperburg Railway Company, Inland Traction Company merged and consolidated into Philadelphia and Lehigh Valley Traction Company.

Bethlehem and Freemansburg Street Railway Company and Freemansburg Street Railway merged and consolidated into Freemansburg Street Railway Company September 27, 1900.

Carbon County Electric Railway Company, Slatington and Palmerton Street Railway Company merged and consolidated into Mauch Chunk, Lehighton and Slatington Street Railway Company.

Connellsville and Uniontown Railway, McKeesport, Wilmerding and Duquesne Railway Company and McKeesport and Youghiogheny Street Railway merged and consolidated December 22, 1900, into the Pittsburg, McKeesport and Connellsville Railway Company.

Delaware Valley Railway re-organized as Philadelphia and New England Railroad Company.

Erie Transit Company sold at judicial sale February 14, 1901; re-organized as Erie Traction Company.

Greensburg, Jeannette and Pittsburg Street Railway sold at judicial sale May 1, 1900; re-organized as Westmoreland Railway Company.

Philadelphia and Delaware Passenger Railway and Prospect Street Railway merged and consolidated under title Philadelphia and Chester Railway Company November 1, 1901.

Pitcairn and Westmoreland Street Railway and Wilmerding and Pitcairn Street Railway Company merged and consolidated into Pitcairn and Wilmerding Street Railway Company.

TELEPHONE AND TELEGRAPH COMPANIES.

Ambler Telephone Company, Altoona-Phoenix Telephone Company, Central Commercial Telephone Company, Chester County Telegraph and Telephone

Company, Delaware County Telephone and Telegraph Company, Home Telephone Company, Independent Telephone Company of Lancaster County, Keystone Telegraph and Telephone Company, Montour and Columbia Telephone Company, People's Telegraph and Telephone Company, Schuylkill Telephone Company, Shamokin Valley Telephone Company franchises sold to and merged into the United Telegraph and Telephone Company.

Carbon County Telephone and Telegraph Company franchise sold to Overland Telephone Company.

Franklin and Fulton Telephone Company franchise sold to Cumberland Valley Telephone and Telegraph Company.

Harrisburg Telegraph and Telephone Company name changed to Dauphin County Telephone Company.

Homestead Telephone Company franchise sold to Allegheny County Telephone Company.

Mercer Telephone Company and New Castle Telephone Company name stricken from list on account of a practical merger into Union Telephone and Telegraph Company.

Octarora Telegraph and Telephone Company franchise sold to Chester County Telephone Company.

Pennsylvania and West Virginia Telephone Company franchise sold to Central District Telephone Company.

Schuylkill Valley Telephone and Telegraph Company name changed to consolidated Telephone Company.

Spring Telephone Company, Tuscarora Telephone Company, Susquehanna Telephone Company franchise sold to Juniata and Susquehanna Telephone Company.

Standard Telephone Company franchise sold to Standard Telephone and Telegraph Company.

Wellsboro and Gaines Telephone Company franchise sold to Northern Pennsylvania Telephone Company.

CORPORATIONS STRICKEN FROM THE LIST.

The following named roads have been stricken from the list by reason of abandonment by decree of court, forfeiture of corporate rights, annullment of charter, etc.

STEAM RAILROAD COMPANIES.

Allegheny Connecting Railroad Company.
Baldwin and Mifflin Connecting Railroad Company.
Bellefonte and Clearfield Railroad Company.
Bridgeville and Millers' Run Railroad Company.
Carnegie Connecting Railroad Company.
Charleroi and Monessing Connecting Railroad Company.
Chester County Central Railroad Company.
Delaware and Southern Railroad Company.
Duquesne Branch, West Side Belt Railroad Company.
Hawley and Eastern Railroad Company.
Ketner, St. Marys and Shawmut Railroad Company.
Lawrenceville Terminal Railroad Company.
New York, Wyoming and Western Railroad Company.

Oak Hill and Moosic Railroad Company.
Pennsylvania Midland Railway Company.
Philadelphia and New England Railroad Company.
Pittsburg and Brownsville Railroad Company.
Pittsburg, Connellsville and Wheeling Railroad Company.
Reading, Lancaster and Baltimore Railroad Company.
Smith's Ferry Railroad Company.
Stoke Porges Railroad Company.
Uniontown, Waynesburg and West Virginia Railroad Company.
Valley Railroad Company.

STREET RAILWAY COMPANIES.

Anthracite Electric Railway Company.
Bethlehem and Nazareth Electric Railway Company.
Bellvernon and Fayette Street Railway Company.
Buttonwood Street and Fairmount Park Railway Company .
Cambridge Springs Railway Company.
Carnegie and Washington Street Railway Company.
Columbia, Ironville and Mt. Joy Street Railway Company.
East End (McKeesport) Passenger Railway Company.
Economy Street Railway Company.
Erie and Eastern Street Railway Company.
Erie, Reed Park and Lakeside Street Railway Company.
Fayette County and Belle Vernon Street Railway Company.
Hatboro Railway Company.
Homestead Belt Line Street Railway Company.
Huntingdon Street Railway Company.
Jenkintown and Fox Chase Electric Railway Company.
Keystone Electric Railway Company.
Lancaster Railway Company.
Nazareth Transit Railway Company.
New Castle and Beaver Falls Street Railway Company.
New Kensington Street Railway Company.
North Bellevernon Street Railway Company.
Philadelphia and Bryn Mawr Street Railway Company.
Philadelphia and Neshaminy Electric Street Railway Company.
Schuylkill Highlands Street Railway Company.
Schuylkill Street Railway Company.
Scranton and North End Passenger Railway Company.
Springfield Street Railway Company.
Suburban Railway Company of West Chester.
Washington and Belle Vernon Street Railway Company.
Westmoreland Traction Company.
Wilmerding, Pitcairn and Stewart Street Railway Company.
York Traction Company.

TELEPHONE AND TELEGRAPH.

Anthracite Telephone.
Carbondale Telephone.
Clamond Telephone.
Penn Telephone.

The name of the American Telephone Company was stricken from the list, as the company is not such a company as the law contemplates shall make annual report to this Bureau.

The following named corporations have been stricken from the list for the reason that there has been a practical merger of these corporations with others. They do not own, control or operate lines of railway, telegraph or telephone in this Commonwealth. They have no receipts or expenditures, and reports received from them are of no value.

STREET.

Allentown and Lehigh Valley Traction Company.
Allentown and Reading Electric Railway Company.
Beaver and Vanport Electric Railway Company.
Carnegie, Heidelberg and Bridgeville Street Railway Company.
College and Grand View Electric Street Railway Company.
Conneaut and Erie Railway Company.
Crafton and Chartiers Valley Traction Company.
McKees Rocks and Ingram Street Railway Company.
McKees Rocks and Neville Island Street Railway Company.
People's Electric Street Railway (Beaver Falls).
Pittsburg, Banksville and Mt. Lebanon Street Railway Company.
Pittsburg and Hill Top Street Railway Company.
Pittsburg, Hill Top and Castle Shannon Street Railway Company.
Rochester and Monaca Street Railway Company.
Tustin Street Railway Company.
Virginia Avenue Street Railway Company.
West End Traction Company.
West Liberty Street Railway Company.

CONCLUSION.

In concluding the report for the year ending June 30, 1901, especial attention is called to the embellishments which accompany this report exhibiting some of the leading railway stations of the Commonwealth, particularly those which have recently been constructed, or are now in process of construction, as in the case of the new Pennsylvania railroad station in the city of Pittsburg.

The stations of the Philadelphia and Reading and of the Pennsylvania at Philadelphia, are certainly the two finest structures used for railway depots anywhere in the world. They are supplied with every convenience, every comfort, every facility which passengers and shippers need to transact any business they may have with these great common carriers.

The addition to this list of magnificent depots is that of the Pennsylvania Railroad at Pittsburg, which can be readily classed as one of the finest that was ever built, and which will be greatly appreciated by the people of Pittsburg and travelers generally, whose convenience and comfort it will conserve.

Especial attention is also directed to the tables in the back part of this report which at once present to the reader, in comprehensive form, all the important features relating to capitalization, operation, income, expenditures and dividends of the steam and street railways and the telephone and telegraph companies.

Transportation by canal is practically now a thing of the past, and there is scarcely enough of this slow means of transportation to be mentioned in a public report. Low rates of transportation and the increased rapidity in the delivery of goods by railroad as compared with the possibility of rapid transit on canls, have eclipsed the old system of transportation. The great line of public works, so ably described by the Honorable Theodore B. Klein, in the report for the year ending June 30, 1900, is rapidly disappearing.

In submitting this report, I desire to acknowledge the valuable services which have been rendered by Mr. W. W. Morgaridge and Mr. W. A. Neale in its compilation and the preparation of what must be considered interesting data.

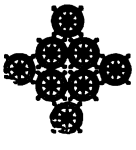
Respectfully submitted,

ISAAC B. BROWN,

Superintendent Bureau of Railways.

REPORTS OF STEAM RAILROADS.

1-8-1901



REPORTS OF COMPANIES.

ALLEGHENY JUNCTION RAILROAD COMPANY.

Date of organization: October 19, 1898.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.
A. H. Keith,	Thirty-second and Smallman sts., Pittsburg.
J. W. Anderson,	" "
V. L. Crabbe,	" "
W. P. Potter,	440 Diamond street, Pittsburg.
J. W. Patterson,	Twenty-third and Smallman sts., Pittsburg.

OFFICERS.

Title.	Name.	Official Address.
President,	A. H. Keith,	32d & Smallman sts., Pittsburg.
First Vice President,	J. W. Anderson,	" "
Secretary and Treasurer,	V. L. Crabbe,	" "
General Solicitor,	Stone & Stone,	440 Diamond st., Pittsburg.
Attorney or General Counsel,	"	" "
General Manager,	J. W. Anderson,	32d & Smallman sts., Pittsburg.
Chief Engineer,	J. W. Patterson,	" "

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Allegheny Junction Railroad Company,	B. & A. D. Div., P. R. R.	Pittsburg Junction R. R.	1.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$5,000 00	Capital stock,	$5,000 00
Cash and current assets,	4,310 86	Current liabilities,	35 52
		Profit and loss,	4,275 34
Grand total,	$9,310 86	Grand total,	$9,310 86

ALLEGHENY AND SOUTH SIDE RAILWAY COMPANY.

Date of organization: September 20, 1892.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
David B. Oliver,	Pittsburg, Pa.	George T. Oliver,	Pittsburg, Pa.
Henry W. Oliver,	"	Chas. E. Black,	"
James B. Oliver,	"	Henry B. Lupton,	"

OFFICERS.

Title.	Name.	Official Address.
President,	David B. Oliver,	Cor. 10th & Muril sts., Pittsburg.
Vice President,	James B. Oliver,	" "
Secretary,	Henry B. Lupton,	" "
Treasurer,	James B. Oliver,	" "
Auditor,	Henry B. Lupton,	" "
General Superintendent,	D. S. Kamerer,	" "

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Allegheny and South Side Railway Company.	Third Street, Pittsburg, Pa.	Twenty-second street, Pittsburg, Pa.	5.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of equipment,	$13,629 00	Current liabilities,	$2,992 97
Cash and current assets,	3,160 12	To Owners:	
Profit and loss,	4,928 01	For operations,	5,095 16
		For equipments,	13,629 00
Grand total,	$21,717 13	Grand total,	$21,717 13

ALLEGHENY TERMINAL COMPANY.

Operated by Buffalo, Rochester and Pittsburg Railway Company.
Date of organization: July 28, 1889.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Adrian Iselin, Jr.,	New York, N. Y.	S. J. Corbett,	Ridgway, Pa.
G. E. Merchant,	Rochester, N. Y.	J. W. Atwell, Jr.,	"

OFFICERS.

Title.	Name.	Official Address.
President,	C. H. McCauley,	Ridgway, Pa.
First Vice President,	A. Iselin, Jr.,	New York, N. Y.
Secretary,	J. W. Atwell, Jr.,	Ridgway, Pa.
Treasurer and Auditor,	J. F. Dinkey,	Rochester, N. Y.
Chief Engineer,	J. M. Floesch,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	
	From—	To—			
Allegheny Terminal Company.	Allegheny,	City, Pa.,	Buffalo, Rochester and Pittsburg Railway Co.	Agreement,	12

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$162,881 16	Capital stock,	$150,000 00
		Current liabilities,	12,881 16
Grand total,	$162,881 16	Grand total,	$162,881 16

ALLEGHENY VALLEY RAILWAY COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: February 12, 1852.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
John P. Green,	Philadelphia, Pa.	C. Stuart Patterson,	Philadelphia, Pa.
P. A. B. Widener,	"	John B. Jackson,	Pittsburg, Pa.
Samuel Rea,	Bryn Mawr, Pa.	Henry A. Laughlin,	"

OFFICERS.

Title.	Name.	Official Address.
President,	W. H. Barnes,	Philadelphia, Pa.
Secretary,	John M. Harding,	"
Treasurer,	Robert W. Smith,	"
Assistant Treasurer,	H. P. Conner,	"
General Solicitor,	James A. Logan,	"
Counsel,	John Hampton Barnes,	"
Chief Engineer,	W. H. Brown,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Main Line, River Division,	Pittsburg, Pa.,	Oil City, Pa., Pa.,	132.50
Main Line, Low Grade Division,	Red Bank, Pa.,	Driftwood, Pa.,	109.70
Sligo Branch,	Lawsonham, Pa.,	Sligo, Pa.,	10.20
Plum Creek Branch,	Verona, Pa.,	Plum Creek, Pa.,	6.80
Branch,	New Kensington, Pa.	Parnassus, Pa.,	1.31
Total mileage operated,			260.51

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$41,552,975 98	Capital stock,	$27,718 598 42
Cost of equipment,	1,660,262 06	Funded debt,	16,695,000 00
Stocks owned,	27,370 36	Current liabilities,	382,790 45
Pittsburg Terminal property,	680,473 86	Real estate mortgages,	508,064 73
Cash and current assets,	354,5[illegible]7 99	Accrued interest on funded debt yet payable,	273,525 00
Profit and loss,	1,302,338 35		
Grand total,	$45,577,978 60	Grand total,	$45,577,978 60

ALLEGHENY AND WESTERN RAILWAY COMPANY.

Operated by Buffalo, Rochester and Pittsburg Railway Company.
Date of organization: January 22, 1898.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
A. G. Yates,	Rochester, N. Y.	C. H. McCauley, Jr.,	Ridgway, Pa.
A. Iselin, Jr.,	New York, N. Y.	J. M. Grosch,	"
J. H. Hocart,	"	S. A. Roat,	"
Oscar Gresch,	"	S. J. Corbett,	"
C. O'D. Iselin,	"	J. W. Atwell, Jr.,	"
G. W. Childs,	Ridgway, Pa.	J. G. Whitmore,	"

OFFICERS.

Title.	Name.	Official Address.
President,	C. H. McCauley,	Ridgway, Pa.
First Vice President,	A. G. Yates,	Rochester, N. Y.
Secretary,	J. G. Whitmore,	Ridgway, Pa.
Treasurer,	C. O'D. Iselin,	New York, N. Y.
General Solicitor,	C. H. McCauley,	Ridgway, Pa.
Auditor and Treasurer,	J. F. Dinkey,	Rochester, N. Y.
Chief Engineer,	J. M. Floesch,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Allegheny and Western Railway.	Lindsey, Pa., ..	Butler, Pa., ...	Buffalo, Rochester and Pittsburg Railway Co.	Lease, ...	59.57

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$3,799,465 29	Capital stock, ...	$2,850,000 00
Cost of equipment, ...	972,193 62	Funded debt, ...	2,000,000 00
Stocks owned, ...	150,000 00	Current liabilities, ...	84,540 07
Advances to leased roads, ...	12,881 16	Accrued interest on funded debt not yet payable, ...	20,000 00
Cash and current assets, ...	20,000 00		
Grand total, ...	$4,954,540 07	Grand total, ...	$4,954,540 07

ALLENTOWN RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: April 19, 1853.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
George F. Baer, ...	Philadelphia, Pa.	D. Jones, ...	Philadelphia, Pa.
Theodore Voorhees, ..	"	B. H. Ball, ...	"
C. E. Henderson, ...	"	W. G. Brown, ...	"

OFFICERS.

Title.	Name.	Official Address.
President, ...	Joseph S. Harris, ...	Philadelphia, Pa.
Secretary, ...	W. R. Taylor, ...	"
Treasurer, ...	W. A. Church, ...	"
Comptroller, ...	D. Jones, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Allentown Railroad.	Topton, Pa., ..	Kutztown, Pa.,	Philadelphia and Reading Ry. Co.	Agreement,..	4.45

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$1,085,747 94	Capital stock, ...	$1,268,884 47
Cash and current assets, ...	52,183 69	Current liabilities, ...	12,746 37
Profit and loss, ...	143,699 21		
Grand total, ...	$1,281,630 84	Grand total, ...	$1,281,630 84

ALLENTOWN TERMINAL RAILROAD COMPANY.

Operated by Central Railroad of New Jersey and Philadelphia and Reading Railroad Company.

Date of organization: August 17, 1888.

Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
J. R. Maxwell, ...	New York, N. Y.	F. R. Cope, ...	Philadelphia, Pa.
Geo. F. Baker, ...	"	Edward Lewis, ...	"
H. C. Fahnestock, ..	"	E. W. Clark, ...	"

OFFICERS.

Title.	Name.	Official Address.
President, ...	Lewis A. Riley, ...	Philadelphia, Pa.
Vice President, ...	Chas. F. Howell, ...	"
Secretary and Treasurer, ...	S. Shepherd, ...	"
Assistant Secretary and Treasurer,	H. F. Baker, ...	"
Auditor, ...	Chas. F. Howell, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Allentown Terminal Railroad.	Scheiber's Mill, Pa.	Connection with Lehigh and Susquehanna Railroad.	Central R. R. of N. J. and Philadelphia and Reading Railway Co.	Lease, ...	3.33
Branches, ...	.....	.....	.....	.....	1.30
Total mileage,	.....	.....	.....	.....	4.63

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$1,041,930 64	Capital stock, ...	$450,000 00
Cash and current assets, ...	14 322 59	Funded debt, ...	450,000 00
		Current liabilities, ...	147,133 23
		Accrued interest on funded debt not yet payable, ...	9,120 00
Grand total, ...	$1,056,253 23	Grand total, ...	$1,056,253 23

ALTOONA AND BEECH CREEK RAILROAD COMPANY.

Operated by Pittsburg, Johnstown, Ebensburg and Eastern Railroad Company.
Date of organization: April 17, 1897.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Andrew Kipple, ...	Altoona, Pa.	George Loudon, ...	Altoona, Pa.
W. J. Heinsling, ...	"	C. W. Moore, ...	"
W. S. Lee, ...	"	W. L. Shellenberger,	"

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board and President,	W. L. Shellenberger,	Altoona, Pa.
First Vice President,	W. S. Lee,	"
Secretary and Treasurer,	S. J. Westley,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Altoona and Beech Creek Railroad.	Altoona,	Fallen Timber,	Pittsburg, Johnstown, Ebensburg and Eastern R. R.	Lease,	15.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$99,600 00	Capital stock,	$99,600 00
Cash and current assets,	600 00	Current liabilities,	600 00
Grand total,	$100,200 00	Grand total,	$100,200 00

ARNOT AND PINE CREEK RAILROAD COMPANY.

Operated by Erie Railroad Company.
Date of organization: January 12, 1881.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.
E. B. Thomas,	P. O. Box 839, New York, N. Y.
J. Lowber Welsh,	Philadelphia, Pa.
M. F. Elliott,	Oil City, Pa.
W. A. May	Scranton, Pa.
D. H. Jack,	Bradford, Pa.
J. A. Middleton,	P. O. Box 839, New York, N. Y.

OFFICERS.

Title.	Name.	Official Address.
President,	J. Lowber Welsh,	Philadelphia, Pa.
Vice President,	E. B. Thomas,	New York, N. Y.
Secretary,	J. A. Middleton,	"
Treasurer,	J. W. Platten,	"
Assistant Secretary,	L. D. Smith,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Arnot and Pine Creek Railroad.	Arnot Jct., Pa.,	Hoytsville, Pa.,	Erie R. R. Co.,	Ownership of stock.	11.834

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$258,350 74	Capital stock,	$255,000 00
		Advances Tioga Railroad Co.,	3,350 74
Grand total,	$258,350 74	Grand total,	$258,350 74

BALD EAGLE VALLEY RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: March 25, 1861.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
William H. Barnes,	Philadelphia, Pa.	William Emery,	Williamsport, Pa.
John Blanchard,	Bellefonte, Pa.	William A. Patton,	Philadelphia, Pa.
J. Henry Cochran,	Williamsport, Pa.	Samuel Rea,	"
William L. Elkins,	Philadelphia, Pa.	N. Parker Shortridge	"
H. B. Humes,	Jersey Shore, Pa.	C. Stuart Patterson,	"
C. A. Mayer,	Lock Haven, Pa.	George Wood,	"

OFFICERS.

Title.	Name.	Official Address.
President,	John P. Green,	Philadelphia, Pa.
Vice President,	Samuel Rea,	"
Secretary,	Albert Dawson,	"
Treasurer,	Taber Ashton,	"
Chief Engineer,	W. H. Brown,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Bald Eagle Valley Railroad.	Vail,	Lock Haven,	Pennsylvania R. R. Co.	Lease,	51.20
Branches,					41.43
Total mileage.					92.63

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,896,376 35	Capital stock,	$1,535,000 00
Other permanent investments,	128,750 00	Funded debt	316,000 00
Construction suspense account,	1,091 45	Current liabilities,	10,571 45
Cash and current assets,	495,645 30	Sinking fund,	84,000 00
		Profit and loss,	576,291 65
Grand total,	$2,521,863 10	Grand total,	$2,521,863 10

BALTIMORE AND CUMBERLAND VALLEY RAILROAD COMPANY.

Operated by Western Maryland Railroad Company.
Date of organization: August 19, 1878.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
I. N. Snively, ...	Waynesboro, Pa.	J. M. Hood, ...	Baltimore, Md.
J. J. Miller, ...	"	C. W. Humrichouse	Hagerstown, Md.
Daniel Hoover, ...	"	Alexander Armstron	"
Joseph J. Oller, ...	"		

OFFICERS.

Title.	Name.	Official Address.
President, ...	J. N. Snively, ...	Waynesboro, Pa.
Secretary, ...	J. J. Miller, ...	"
Treasurer, ...	Daniel Hoover, ...	"
Auditor, ...	Robert Casson, ...	Baltimore, Md.
Fr't Auditor, ...	James H. Price, ...	"
General Manager, ...	John M. Hood, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Baltimore and Cumberland Valley Railroad.	Maryland State Line.	Waynesboro, Pa.	Western Maryland Railroad Company.	Lease, ...	4.55

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$149,500 00	Capital stock, ...	$76,700 00
Cash and current assets, ...	2,184 00	Funded debt, ...	72,800 00
		Current liabilities, ...	2,184 00
Grand total, ...	$151,684 00	Grand total, ...	$151,684 00

BALTIMORE AND CUMBERLAND VALLEY RAILROAD EXTENSION COMPANY.

Operated by Western Maryland Railroad Company.
Date of organization: June 25, 1880.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
J. M. Hood, ...	Baltimore, Md.	Chas. H. White, ...	New York, N. Y.
D. J. Foley, ...	"	George B. Cole, ...	Shippensburg, Pa.
C. W. Humrichouse, ..	Williamsport, Md.	John W. McPherson,	"
J. W. Humbird, ...	Cumberland, Md.	D. K. Appenzellar, ..	Chambersburg, Pa.

OFFICERS.

Title.	Name.	Official Address.
President, ...	Thad. M. Mahon, ...	Chambersburg, Pa.
Secretary, ...	C. A. Suesserott, ...	"
Treasurer, ...	J. T. M. Barnes, ...	Baltimore, Md.
General Auditor, ...	Robert Casson, ...	"
Freight Auditor, ...	James H. Price, ...	"
General Manager, ...	J. M. Hood, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Baltimore and Cumberland Valley Railroad Extension.	Waynesboro, Pa.	Shippensburg, Pa.	Western Maryland Railroad Company.	Lease, ...	26.52

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$516,500 00	Capital stock, ...	$270,000 00
Cash and current assets, ...	16,350 00	Funded debt, ...	230,000 00
		Current liabilities, ...	16,350 00
		Real estate mortgages, ...	16,500 00
Grand total, ...	$532,850 00	Grand total, ...	$532,850 00

BALTIMORE AND HARRISBURG RAILWAY COMPANY.

Date of organization: September 20, 1886.
Under laws of what government or state organized: Maryland and Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
A. W. Eichelberger,	Hanover, Pa.	Reuben Young,	Hanover Pa.
J. M. Hood,	Baltimore, Md.	L. P. Blockley,	"
Geo. W. Albugh,	Westminster, Md.	H. E. Young,	"
C. W. Slagle,	Baltimore, Md.	R. M. Wirt,	"
Jno. C. Legg,	"	John A. Swope,	Gettysburg, Pa.
J. W. Slagle,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	A. W. Eichelberger,	Hanover, Pa.
Secretary,	R. M. Wirt,	"
Treasurer,	J. T. M. Barnes,	Baltimore, Md.
General Auditor,	Robert Casson,	"
General Manager,	John M. Hood,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Baltimore and Harrisburg Railway,	Emory Grove, Md.,	Orrtanna, Pa.,	58.70
" "	Valley Junction, Pa.	Hanover Junc., Pa.,	6.00
" "	Intersection, Pa.,	Md. State Line,	1.30
Baltimore and Harrisburg Railway, Western Extension.	Orrtanna, Pa.,	Highfield, Pa.,	15.00
Baltimore and Harrisburg Railway, Eastern Extension,	Porters, Pa.,	York, Pa.,	16.00
Total mileage operated,			97.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,436,824 93	Capital stock,	$720,000 00
Cash and current assets,	284,758 28	Funded debt,	690,000 00
Other Assets:		Current liabilities,	58,544 38
Materials and supplies,	14,272 23	Accrued interest on funded debt not yet payable,	5,750 00
		Profit and loss,	261,561 06
Grand total,	$1,735,855 44	Grand total,	$1,735,855 44

BALTIMORE AND HARRISBURG RAILWAY COMPANY—EASTERN EXTENSION.

Operated by Western Maryland Railroad Company.
Date of organization: November 29, 1890.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
W. H. Lanius, ...	York, Pa.	John C. Schmidt, ..	York, Pa.
A. B. Farquhar, ...	"	J. W. Steacey, ...	"
George S. Billmeyer,.	"	George S. Schmidt,..	"
M. B. Gibson, ...	"		

OFFICERS.

Title.	Name.	Official Address.
President, ...	W. H. Lanius, ...	York, Pa.
Secretary, ...	Geo. S. Schmidt, ...	"
Treasurer, ...	J. T. M. Barnes, ...	Baltimore, Md.
General Auditor, ...	Robert Casson, ...	"
Freight Auditor, ...	James H. Price, ...	"
General Manager, ...	John M. Hood, ...	

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Baltimore and Harrisburg Railway Co., Eastern Extension.	Porters, Pa., ..	York, Pa., ...	Western Maryland R. R. Co. Baltimore and Harrisburg Div.	Lease, ...	16.60

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$562,114 82	Capital stock, ...	$175,000 00
Cash and current assets, ...	139 13	Current liabilities, ...	5,933 12
		Potomac Valley Railroad Co., ..	381,320 83
Grand total, ...	$562,253 95	Grand total, ...	$562,253 95

2—8—1901

BALTIMORE AND HARRISBURG RAILWAY COMPANY—WESTERN EXTENSION.

Operated by Western Maryland Railroad Company.
Date of organization: April 30, 1888.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
A. W. Eichelberger,..	Hanover, Pa.	Andrew Marshall, ..	Fairfield, Pa.
J. Emory Bair, ...	Gettysburg, Pa.	C. C. Wooden, ...	Hampstead, Md.
H. W. McKnight, ...	"	Washington Rogers,.	Fairfield, Pa.
J. A. Livers, ...	"		

OFFICERS.

Title.	Name.	Official Address.
President, ...	A. W. Eichelberger, ...	Hanover, Pa.
Secretary, ...	W. P. Quimby, ...	Gettysburg, Pa.
Treasurer, ...	J. T. Barnes, ...	Baltimore, Md.
General Auditor, ...	Robert Casson, ...	"
Freight Auditor, ...	James H. Price, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Baltimore and Harrisburg Railway Company. Western Extension.	Orrtanna, ...	Highfield, Pa.,.	Western Maryland Railroad Company. Baltimore and Harrisburg Div.	Lease, ...	15.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$264,550 63	Capital stock,	$240,000 00
Cash and current assets,	218,851 43	Funded debt,	240,000 00
		Current liabilities,	1,402 06
		Accrued interest on funded debt not yet payable,	2,000 00
Grand total,	$483,402 06	Grand total,	$483,402 06

BALTIMORE AND OHIO RAILROAD COMPANY.

Date of organizattion: February 28, 1827.

Under laws of what government or state organized: Maryland.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized: Not a reorganized company under the foreclosure but through an exchange of securities as to capital stock and funded debt.

DIRECTORS.

Names.	Official Address.
William Salmon,	No. 2 Wall street, New York.
L. F. Loree,	Baltimore and Ohio Building, Baltimore, Md.
Edward R. Bacon,	No. 2 Wall street, New York.
Edward H. Harriman,	120 Broadway, New York.
James McCrea,	1003 Penn avenue, Pittsburg, Pa.
John K. Cowan,	Baltimore and Ohio Building, Baltimore, Md.
Sutherland M. Prevost,	Broad Street Station, Philadelphia, Pa.
Martin Erdman,	30 Broad street, New York, N. Y.
Norman B. Ream,	25 Broad street, New York, N. Y.
John P. Green,	Broad Street Station, Philadelphia, Pa.
Jacob H. Schiff,	27 Pine street, New York, N. Y.
Charles Steel,	Care J. P. Morgan & Co., New York, N. Y.
James Stillman,	52 Wall street, New York, N. Y.
L. Victor Baughman,	Frederick, Md.
A. P. Gorman,	Laurel, Md.

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board,	Wm. Salomon,	New York, N. Y.
President,	F. L. Loree,	Baltimore, Md.
First Vice President,	Oscar G. Murray,	"
Secretary,	C. W. Wolford,	"
Treasurer,	J. V. McNeal,	"
General Counsel,	John K. Cowen,	"
General Attorney,	Hugh L. Bond, Jr.,	"
Comptroller,	H. D. Bulkley,	"
General Auditor,	G. W. Booth,	"
Auditor of Revenue,	J. M. Watkins,	"
Auditor of Disbursements,	G. B. Howarth,	"
General Manager,	G. L. Potter,	"
Chief Engineer,	J. M. Graham,	"
General Superintendent,	T. Fitzgerald,	"

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Main Line,	Baltimore, Md.,	Wheeling, W. Va.,	379.80
Parkersburg Bridge,	Parkersburg, W. Va.,	Belpric, O.,	1.40
Benwood Bridge,	Benwood, W. Va.,	Bellaire, O.,	1.10
Curtis Bay Branch,	Curtis Bay Jct., Md.,	Custis Bay, Md.,	5.46
Washington Branch,	Relay Station, Md.,	Washington, D. C.,	31.00
Metropolitan Branch,	Washington, D. C.,	Washington Jc., Md.,	42.80
Frederick Branch,	Frederick Jct., Md.,	Frederick, Md.,	3.50
Philadelphia Branch,	Canton, Md.,	Md. and Del. State Line.	52.60
Locust Point Branch,	Mt. Clare, Md.,	Locust Point, Md.,	5.60
Sea Wall Branch,	Crisps, Md.,	At. and Va. Fer. Co.,	1.50
South Baltimore Branch,	Carroll, Md.,	Cliffords, Md.,	2.00
Patuxent Branch,	Savage, Md.,	Savage Factory, Md.,	1.30
Sparrows' Point Branch,	Sparrows Pt. Jc., Md	Colgate Creek, Md.,	1.60
Camden Cut-off Branch,	Carroll, Md.,	Camden Jct., Md.,	1.50
Highlandtown Branch,	Highlandtown Junc., Md.	Highlandtown, Md.,	.90
Washington County Railroad,	Weaverton, Md.,	Hagerstown, Md.,	24.20
South Branch Railroad,	Green Spring, W. Va.	Romney, W. Va.,	16.00
Parkersburg Branch Railroad,	Grafton, W. Va.,	Parkersburg, W. Va.,	103.30
Baltimore and Philadelphia Railroad,	Md. & Del. State Line	P. and R. Jct., Pa.,	36.80
Landenburg Branch,	West Junction, Del.,	Landenburg, Pa.,	14.30
Market Street Branch,	Wil. & Nor. Jc., Del.,	Market Street, Wilmington, Del.	3.02
South Wilmington Branch,	West Yard, Wil., Del.	Commerce St., Wilmington, Del.	2.80
Crum Creek Branch,	Fair View, Pa.,	Leipers, Pa.,	2.40
Schuylkill River East Side Railroad,	P. and R. Junc., Pa.,	Park Jct., Pa.,	3.80
Point Breeze Branch,	Jackson St., Phila.,	Point Breeze, Phila.,	.40
Snyder Avenue Branch,	Moore St., Phila.,	Snyder Aver., Phila.,	.40
Delaware Branch,	East Side, Phila.,	Reed St., Phila.,	5.40
Stock Yard Branch,	Stock Yard Jc., Phila.	Stock Yard, Phila.,	.50
Oregon Avenue Extension,	Swanson St., Phila.,	Salt Works, Phila.,	.50
Lancaster, Cecil and Southern Railroad,	Childs, Md.,	Providence M's, Md.,	4.00
Grafton and Bellington Railroad,	Grafton, W. Va.,	Belington, W. Va.,	42.00
Metropolitan Southern Railroad,	Metro. So. Jct., Md.,	Conn. Ave., D. C.,	2.25
Pittsburg and Connellsville Railroad,	Mt. Savage Jct., Md.,	Pittsburg, Pa.,	146.70
Berlin Branch,	Garrett, Md.,	Berlin, Pa.,	8.00
Somerset and Cambria Railroad,	Rockwood, Pa.,	Johnstown, Pa.,	45.10
Ohio and Baltimore Short Line,	Green, Pa.,	Elm Siding, Pa.,	9.30
Mt. Pleasant Branch,	Broad Ford, Pa.,	Mt. Pleasant, Pa.,	9.70
Wheeling, Pittsburg and Baltimore Railroad.	Glenwood, Pa.,	Wheeling, W. Va.,	63.93
Red Stone Branch,	Red Stone Jct., Pa.,	Red Stone, Pa.,	1.00
Hickman Run Branch,	Hickman Run Jc., Pa	Cora Mines, Pa.,	2.10
Fairmount, Morgantown and Pittsburg Railroad.	F. M. and P. Jct., W. Va.	Uniontown, Pa.,	56.60
Baltimore and Ohio and Chicago Railroad.	Chicago Junc., O.,	Brookdale, Ill.,	262.60
Baltimore and Ohio and Chicago Railroad.	Brainerd Jct., Ill.,	Forrest Hill, Ill.,	2.22
Baltimore and Ohio and Chicago Railroad.	Rock Island Jct., Ill.	Rock Island, Conn.,	.08
Cleveland, Wooster and M. Valley Railroad.	Lodi, O.,	Milesburg, O.,	36.26
Baltimore and New York Railroad,	Crawford Jct., N. J.,	Arthur Kill Bridge, N. J.	5.30
Winchester and Strasburg Railroad,	Winchester, Va.,	Strasburg, Va.,	20.38
Fayette County Branch,	Gibson Jct., Pa.,	Uniontown, Pa.,	11.80
Alexandria Branch,	Alexander Jct., Md.,	Shepherds, D. C.,	12.50
Winchester and Potomac Railroad,	Harper's Ferry, W. Va.	Winchester, Va.,	32.00
Confluence and Oakland Railroad,	Confluence, Pa.,	Manor Lands, Md.,	19.70
Bellaire and St. Clairsville Railroad,	St. Clairsville Jc., O.,	St. Clairsville, O.,	6.53
Sandusky, Mansfield and Newark Railroad.	Newark, O.,	Sandusky, O.,	116.25
Columbus and Cincinnati Midland Railroad.	Midland City, O.,	I. B. & W. Jct., O.,	69.80
Central Ohio Railroad as reorganized,	Columbus, O.,	Bellairs, O.,	137.30
Baltimore Belt Railroad,	Hamburg St., Baltimore, Md.	Belt Line Jct., Md.,	7.16
Akron and Chicago Junction Railroad.	Chicago Junc., O.,	P. & W., Jct., O.,	76.13
Akron and Chicago Junction Railroad.	Valley Ry. Conn., O.	P. & W., Jct., O.,	.53
Cumberland and Pennsylvania Railroad.	Cumberland Md.,	Mt. Savage Jct., Md.,	3.50
Chicago, Rock Island and Pacific Railroad.	Rock Island Conn., Ill	Brainard, Ill.,	6.27
Chicago Terminal Transfer Railroad,	Forest Hill, Ill.,	Grand Central Station, Ill.	11.20

PROPERTY OPERATED—Continued.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Cleveland, Cincinnati, Chicago and St. Louis Railway.	I. B. and W. Jc., O.,	Columbus, O., ...	1.40
Cleveland, Cincinnati, Chicago and St. Louis Railway.	Union Depot, Cincinnati.	Transfer Depot, Cincinnati.	1.20
Salisbury Railroad, ...	Salisbury, Pa., ...	W. Salisbury, Pa., ..	9.10
Berkley Springs and Potomac Railroad.	Hancock, W. Va., ...	Berkely S., W. Va.,	5.95
Smithfield and Masontown Railroad, ..	Smithfield, Pa., ...	Lechrone, Pa., ...	7.91
Eastern Ohio Railroad, ...	Camels, O., ...	Cumberland, O., ...	16.92
Grassy Run Branch, ...	Grass Run Jc., Pa., ..	Co-operative Mines, Pa.	2.50
Hocking Branch, ...	Hocking Jc., Pa., ...	Hamilton, Pa., ...	1.10
McDonald Extension, ...	W. Salisbury, Pa., ..	Livingoods, Pa., ...	1.30
Flag Run Branch, ...	Livingood's, Pa., ...	Niverton, Pa., ...	3.17
Gauley Div. West Virginia and Pittsburg Railroad.	Clarksburg, W. Va., .	Canedeon Gauley, W. Va.	101.99
Pickens Branch, Pittsburg Railroad, ...	Weston, W. Va., ...	Pickens, W. Va., ...	50.44
Sutton Branch, Pittsburg Railroad, ...	Flatwoods, W. Va., ..	Sutton, W. Va., ...	5.55
Monongahela Division, ...	Clarksburg, W. Va.,	Fairmount, W. Va., .	31.20
Adamsburg Branch, ...	Gough R. R. Jc., Pa.,	Edna, Pa., ...	1.78
Ohio Midland, ...	Newark, O., ...	C. & H. C. & I. Co.,	46.70
Hackers Run Branch, Grafton and Belington Division.	Hackers Run Jc., Pa.	So. Coal Transfer Co., Pa.	4.73
Imperial Coal and Coke Company Branch.	Hardman, W. Va., ..	Coal Mines, W. Va.,	1.33
Raccoon Valley Branch, ...	Newburg, W. Va., ..	Austin Mines, W. Va.,	3.12
Gorman Extension, ...	Austin Mines, W. Va.	Gorman Mines, W. Va.	.78
Pt. Pleasant, Buckhannon and Tygarts Valley Branch.	Tygerts Jc., W. Va.,	Lemley Jc., W. Va., .	4.18
Burnersville Branch, ...	Lemley Jc., W. Va., .	Century, W. Va., ...	5.12
Cherry Extension, ...	Camden, on Gauley, W. Va.	Curtin, W. Va., ...	9.03
Forks of Cherry Extension and Pg. Railroad.	Curtin, W. Va., ...	Richmond, Va., ...	9.47
Baltimore and Ohio Southwestern, Main Line.	Belprie, O., ...	E. St. L., Ill., ...	528.85
Marietta Branch, ...	"	Marietta, O., ...	11.00
Portsmouth Branch, ...	Hamden, O., ...	Portsmouth, O., ...	55.43
Hillsboro Branch, ...	Blanchester, O., ...	Hillsboro, O., ...	21.43
Lewisville Branch, ...	Northvernon, Ind., ..	Jeffersonville, Ind., .	53.31
Bedford Branch, ...	Rivervale, Ind., ...	Bedford, Ind., ...	11.40
Springfield Branch, ...	Beardstown, Ill., ...	Shawneetown, Ill., .	228.25
New Albany Branch, ...	Watson, Ind., ...	New Albany, Ind., ..	7.46
Total mileage operated, ...	.....	.....	3,216.26

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$236,279,555 70	Capital stock, ...	$104,361,267 31
Cost of equipment, ...	31,025,872 40	Funded debt, ...	201,010,530 00
Stocks owned, ...	12,609,959 02	Current liabilities, ...	16,593,889 10
Bonds owned, ...	14,105,280 28	Real estate mortgages, ...	772,904 14
Other permanent investments, ...	13,420,856 08	Accrued interest on funded debt not yet payable, ...	905,012 45
Held to retire old bonds and stocks, ...	306,344 90	Capitalized ground rents, ...	883,274 34
Real estate, ...	12,229,861 57	Old bonds and stocks not deposited, ...	176,411 00
Cash and current assets, ...	14,078,945 67	Equipment trust obligations, ...	526,890 98
Other Assets: Materials and supplies, ...	3,282,162 77	Dividend declared not yet payable, ...	2,100,000 00
		Debenture bonds, ...	8,303,920 00
		Profit and loss, ...	1,706,719 07
Grand total, ...	$337,340,818 39	Grand total, ...	$337,340,818 39

BALTIMORE AND PHILADELPHIA RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: February 17, 1883.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
J. Wilcox Brown, ...	Baltimore, Md.	Job H. Jackson, ...	Wilmington, Del.
Wm. M. Cauley, ...	Wilmington, Del.	Henry G. Morse, ...	Camden, N. J.
John K. Cowen, ...	Baltimore, Md.	Jas. P. Winchester, .	Wilmington, Del.
Henry A. Dupont, ...	Wilmington, Del.	C. W. Woolford, ...	Baltimore, Md.
Wm. T. Dixon, ...	Baltimore, Md.		

OFFICERS.

Title.	Name.	Official Address.
President, ...	John K. Cowan, ...	Baltimore, Md.
Secretary, ...	C. W. Woolford, ...	"
Treasurer, ...	J. V. McNeal, ...	"
Auditor, ...	G. W. Booth, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Miles of line.
	From—	To—		
Baltimore and Philadelphia Railroad.	Md. and Del. State Line.	P. & R. R. Jct.,	Baltimore and Ohio Railroad, ..	36.80
Landenberg Br'ch.	West Jct., Del.,	Landenburg, Pa	.....	14.30
Market St. Branch	W. & N. R. R. Junc., Del.	Market st., Wilmington, Del.	.....	3.02
South Side Extension.	West Yard Jct., Wilmington, Del.	At Refrig. Co., Wilmington, Del.	.....	2.08
Crum Creek Extension.	Avondale, Pa.,	Leiper & Lewis' Quarry, Pa.	.....	2.40
Total mileage,	.....	.....	.....	59.32

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$9,840,000 00	Capital stock,	$4,996,850 00
Profit and loss,	3,137,697 43	Dela. W. to be redeemed,	3,150 00
		Funded debt,	4,840,000 00
		Current liabilities,	3,137,697 43
Grand total,	$12,977,697 43	Grand total,	$12,977,697 43

BANGOR AND PORTLAND RAILWAY COMPANY.

Date of organization: May 19, 1879.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Conrad Miller,	Bangor, Pa.	B. D. Caldwell,	New York, N. Y.
G. W. Mackey,	"	Fred. F. Chambers,	"
W. H. Truesdale,	New York, N. Y.	E. E. Loomis,	Scranton, Pa.
Everett Warren,	Scranton, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President,	W. H. Truesdale,	26 Exchange Place, New York.
Secretary and Treasurer,	Fred. F. Chambers,	" "
Auditor,	O. C. Post,	" "

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Bangor and Portland Railway Company.	Portland,	Bath,	29.00
Branches.			
Martins Creek,	Nazareth Jct.,	Martins Creek,	4.60
West Bangor,	West Bangor Jct.,	Crown Quarry,	2.13
Pen Argyle,	Pen Argyl Jct.,	Pen Argyle,	.50
Wind Gap,	Wind Gap Jct.,	Wind Gap,	1.44
American Bangor,	American Jct.,	American Bangor,	1.00
Easton and Northern,	Belfast,	Easton,	8.14
"	Easton, 13th st.,	Easton, L. V. Depot,	4.80
Total mileage operated,			51.61

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment, ...	$890,000 00	Capital stock, ...	$510,000 00
Cash and current assets, ...	14,496 64	Funded debt, ...	380,000 00
		Current liabilities, ...	7,710 72
		Accrued interest on funded debt not yet payable, ...	1,000 00
		Profit and loss, ...	5,785 92
Grand total, ...	$904,496 64	Grand total, ...	$904,496 64

BARCLAY RAILROAD COMPANY.

Date of organization: June, 1862.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.
John L. Wilson, ...	608 Chestnut street, Philadelphia.
Chas. Gibbon Davis, ...	Twenty-ninth and Bristol sts., Philadelphia.
S. Bowman Wheeler, ...	Girard Building, Philadelphia.
G. S. W. Brubaker, ...	Philadelphia, Pa.
O. A. Baldwin, ...	Towanda, Pa.
N. N. Betts, ...	"

OFFICERS.

Title.	Name.	Official Address.
President, ...	Chas. H. Davis, ...	25 Broad st., New York, N. Y.
Assistant Secretary and Treasurer,	E. D. Ackley, ...	204 Walnut st., Philadelphia.
General Manager, ...	O. A. Baldwin, ...	Towanda, Pa.
Superintendent, ...	R. E. Dunston, ...	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Barclay Railroad, ...	Towanda, Pa., ...	Foot of Plane, Pa., ..	14.02
Long Valley Coal Company, ...	Long Valley Jc., Pa.,	Long Valley Chutes,.	1.59
Lehigh Valley Railroad, ...	Barclay Jc., Towanda	Washington st., Towanda.	.04
Total mileage operated, ...	.....	.....	15.65

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$450,000 00	Capital stock,	$1,000,000 00
Cost of equipment,	30,103 02	Funded debt,	76,000 00
Stocks owned,	125,000 00	Current liabilities,	233 96
Bonds owned,	59,000 00	Profit and loss,	121,504 93
Other permanent investments,	109,672 52		
Lands owned,	373,000 00		
Cash and current assets,	50,963 35		
Grand total	$1,197,738 89	Grand total	$1,197,738 89

BARE ROCK RAILROAD COMPANY.

Date of organization: October 19, 1892.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
John Murdock,	Johnstown, Pa.	. C. Duncan,	Johnstown, Pa.
J. M. Murdock,	"	E. B. McColly,	Latrobe, Pa.
W. F. Murdock,	"	John Fox,	Somerset, Pa.

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board,	John Murdock,	Johnstown, Pa.
President,	"	"
Secretary,	W. F. Murdock,	"
Treasurer,	J. M. Murdock,	"
Auditor,	J. N. Lawyer,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Bare Rock Railroad Company,	Milford,	Bare Rocks,	2.50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$18,687 20	Capital stock,	$19,900 00
Cost of equipment,	7,324 60	Current liabilities,	4,952 50
Cash and current assets,	400 00	Profit and loss,	1,559.30
Grand total,	$26,411 80	Grand total,	$26,411 80

BEAVER AND ELLWOOD RAILROAD COMPANY.

Operated by the Pittsburg and Lake Erie Railroad Company.
Date of organization: May 20, 1890.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
H. W. Hartman,	Ellwood City, Pa.	H. P. Richardson,	Minneapolis, Minn.
Samuel A. Roelofs,	Ellwood City, Pa.	C. F. Buchanan,	Ellwood City, Pa.
Robert A. Todd,	Ellwood City, Pa.	H. M. Whittaker,	Ellwood City, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	H. W. Hartman,	Elwood City, Pa.
Secretary and Treasurer,	Samuel H. Roelofs,	"
General Solicitor, Attorney or General Counsel,	Chas. H. McKee,	Pittsburg, Pa.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Beaver & Ellwood,	Ellwood Jc.,	Hazen Coal Mine.	Pittsburg & Lake R. R. Co.	Rental,	5.41
Beaver & Ellwood,			Pittsburg & Lake R. R. Co.	Rental,	2.10
Total mileage,					7.51

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$293,020 01	Capital stock,	$150,000 00
Cost of equipment,	8,674 32	Funded debt,	150,000 00
Stocks owned,	2,000 00	Current liabilities,	9,800 00
Cash and current assets,	15,040 32	Profit and loss,	8,934 65
Grand total,	$318,734 65	Grand total,	$318,734 65

BEECH CREEK RAILROAD.

Operated by New York Central and Hudson River Railroad Company, Lessee.
Date of organization: June 29, 1886.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
William K. Vanderbilt,	New York, N. Y.	James Kerr,	Clearfield, Pa.
Samuel R. Callaway,	New York, N. Y.	Charles Miller,	Franklin, Pa.
George F. Baer,	Reading, Pa.	Marlin E. Olmsted (ex-officio.)	Harrisburg, Pa.
William D. Kelly,	Philadelphia, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President,	Marlin E. Olmsted,	Harrisburg, Pa.
Vice President,	Samuel R. Callaway,	Grend Central Station, N. Y.
Secretary,	George S. Prince,	Grend Central Station, N. Y.
Treasurer,	E. V. W. Rossiter,	Grend Central Station, N. Y.
General Counsel,	Marlin E. Olmsted,	Harrisburg, Pa.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Beech Creek R. R.,	Jersey Shore, Pa.	Mahaffey Jct.,	N. Y. C. & H. R. R. R. Co. (Lessee.)	Lease,	113.02
Sundry Mine Branches.			N. Y. C. & H. R. R. R. Co. (Lessee.)	Lease,	47.24
Total mileage,					160.26

GENERAL BALANCE SHEET

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment, ...	$11,161,558 86	Capital stock, ...	$5,665,000 00
New York Central and Hudson River Railroad Co., Lessee, ...	3,441 14	Funded debt, ...	5,500,000 00
Grand total, ...	$11,165,000 00	Grand total, ...	$11,165,000 00

BEDFORD AND BRIDGEPORT RAILWAY COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: April 29, 1891.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
John P. Green, ...	Philadelphia, Pa.	Charles E. Pugh, ...	Philadelphia, Pa.
John M. Harding, ...	Philadelphia, Pa.	Samuel Rea, ...	Philadelphia, Pa.
William A. Patton, ...	Philadelphia, Pa.	C. M. Bunting, ...	Philadelphia, Pa.

OFFICERS.

Title.	Name.	Official Address.
President, ...	R. D. Barclay, ...	Philadelphia, Pa.
Secretary, ...	Albert Hewson, ...	"
Treasurer, ...	Taber Ashton, ...	"
Chief Engineer, ...	William H. Brown, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Bedford & Bridgeport Railway.	Mt. Dallas, ...	State Line, ...	Pennsylvania R. R. Co.	Resolutions of Boards.	38.70
Branch, ...	.....	.....	.....	.....	10.47
Total mileage,..	.....	.....	.....	.....	49.17

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2,305,112 12	Capital stock,	$600,000 00
Profit and loss,	156,444 38	Funded debt,	1,700,000 00
		Current liabilities,	147,389 83
		Accrued interest on funded debt not yet payable,	14,166 67
Grand total,	$2,461,556 50	Grand total,	$2,461,556 50

BELLEFONTE CENTRAL RAILROAD COMPANY.

Date of organization: January 12, 1892.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
F. F. Milne,	Philadelphia, Pa.	Theodore M. Etting,	Philadelphia, Pa.
R. Dale Benson,	Philadelphia, Pa.	Walter Lippincott,	Philadelphia, Pa.
Byerly Hart,	Philadelphia, Pa.	Chas. S. Wheeler,	Philadelphia, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	Robert Frazer,	Philadelphia, Pa.
First Vice President,	Theo. M. Etting,	"
Secretary and Treasurer,	Thomas R. Osbourn,	"
Attorney or General Counsel,	Jno. S. Gearhard,	"
Superintendent,	T. H. Thomas,	Bellefont, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
	A.		
Bellefonte Central,	Bellefonte,	Pine Grove Mills,	21.31
	B.		
	State College Junc.	State College,	1.16
	Mattern Junction,	Mattern Washer,	2.44
	Scotia Junction,	Scotia,	1.42
	Coleville,	Terminal,	.21
	Lambourn,	Lambourn Bank,	.13
			26.70

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment, ...	$593,272 29	Capital stock, ...	$500,000 00
Stocks owned, ...	4,595 00	Funded debt, ...	37,000 00
Other Assets:		Current liabilities, ...	69,129 80
Material and supplies, ...	4,470 94		
Profit and loss, ...	3,791 57		
Grand total, ...	$606,129 80	Grand total, ...	$606,129 80

BELVIDERE DELAWARE RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: March 2, 1836.
Under laws of what government or state organized: New Jersey.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
W. H. Wilson, ...	Philadelphia, Pa.	W. J. Sewell, ...	Camden, N. J.
George Wood, ...	Philadelphia, Pa.	J. A. Anderson, ...	Trenton, N. J.
Samuel Rea, ...	Philadelphia, Pa.	Lewis Perrine, ...	Trenton, N. J.
F. Walcott Jackson, ...	Newark, N. J.	Hugh B. Ely, ...	Beverly, N. J.
Chas. E. Pugh, ...	Philadelphia, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President	W. H. Wilson, ...	Philadelphia, Pa.
Secretary, ...	F. H. Schwarz, ...	"
Treasurer, ...	John M. Wood, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By what Company Operated.	Under what kind of contract operated.	Miles of line.
Belvidere Delaware Railroad.	Trenton, N. J.,	Manunka Chunk, N. J.	Penn'a Railroad Co.	Lease, ...	67.49
	Coalport in Trenton.	East Trenton,..	.....	.....	1.67
	Lambertville, N. J.	Flemington, N. J.	.....	.....	11.55
	Martins Creek Jc.	N. J. & Pa. State Line.	.....	.....	.14
	N. J. & Pa. State Line.	Bangor Jct., Pa.	.....	.....	.15
Total mileage,..	.....	.....	.....	.....	81.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$4,155,635 70	Capital stock, ...	$1,253,000 00
Cash and current assets, ...	499,799 70	Funded debt, ...	2,749,000 00
Sinking fund, ...	45,192 10	Current liabilities, ...	31,526 34
		Accrued interest on funded debt not yet payable, ...	24,150 00
		Sinking fund, ...	146 00
		Profit and loss, ...	496,951 16
Grand total, ...	$4,700,627 50	Grand total, ...	$4,700,627 50

BERLIN RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Dtae of organization: July 19, 1879.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
S. A. Philson, ...	Berlin, Pa.	F. M. Mechling, ...	Pittsburg, Pa.
S. C. Hartley, ...	Myersdale, Pa.	James W. Grove, ...	Pittsburg, Pa.
J. Reed Torrence, ...	Pittsburg, Pa.	C. W. Woolford, ...	Baltimore, Md.

OFFICERS.

Title.	Name.	Official Address.
President, ...	John K. Cowen, ...	Baltimore, Md.
Secretary, ...	C. W. Woolford, ...	"
Treasurer, ...	J. V. McNeal, ...	"
Auditor, ...	G. W. Booth, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Berlin Railroad Company.	Garrett, Pa., ..	Berlin, Pa., ...	Baltimore and Ohio Railroad Co.	.....	8.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$50,710 31	Capital stock, ...	$50,000 00
Profit and loss, ...	95,093 62	Current liabilities, ...	95,803 93
Grand total, ...	$145,803 93	Grand total, ...	$145,803 93

BERLIN BRANCH RAILROAD COMPANY.

Date of organization: March 26, 1876.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
A. W. Eichelberger (deceased.)	Hanover, Pa.	R. M. Meisenhelder, ..	Hanover, Pa.
W. W. Hafer	Abbottstown, Pa.	Jacob Resser, ...	East Berlin, Pa.
F. K. Hafer, ...	Abbottstown, Pa.	W. G. Leas, ...	East Berlin, Pa.
Joseph Wolf, ...	Abbottstown, Pa.	Amos G. Jacobs, ...	East Berlin, Pa.
Daniel Eberly, ...	Hanover, Pa.	Michael Roberts, ...	East Berlin, Pa.

OFFICERS.

Title.	Name.	Official Address.
First Vice President, ...	W. W. Hafer, ...	Abbottstown, Pa.
Secretary, ...	Michael Robert, ...	East Berlin, Pa.
Treasurer, ...	Amos G. Jacobs, ...	"
Attorney or General Counsel, ...	McPherson & McPherson, ...	Gettysburg, Pa.
General Manager, ...	F. K. Hafer, ...	Abbottstown, Pa.
General Superintendent, ...	Joseph Wolf, ...	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Berlin Branch Railroad,	Berlin Junction,	East Berlin,	7.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$77,326 19	Capital stock,	$42,195 19
Cash and current assets,	356 62	Funded debt,	47,847 20
Profit and loss,	55,080 99	Current liabilities,	41,721 41
Grand total,	$132,763 80	Grand total,	$132,763 80

BESSEMER AND LAKE ERIE RAILROAD COMPANY.

Date of organization: December 31, 1900.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
J. H. Reed,	Pittsburg, Pa.	W. W. Blackburn,	Pittsburg, Pa.
D. M. Clemson,	Pittsburg, Pa.	R. A. Franks,	Pittsburg, Pa.
Thos. Morrison,	Pittsburg, Pa.	D. G. Kerr,	Pittsburg, Pa.
Geo. E. McCagne,	Pittsburg, Pa.	E. B. Mills,	Cleveland, O.
J. E. Schwab,	Pittsburg, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President,	J. H. Reed,	Pittsburg, Pa.
Vice President,	D. M. Clemson,	"
Secretary and Treasurer,	R. A. Franks,	"
Assistan Treasurer,	G. W. Kepler,	"
General Counsel,	Knox & Reed,	"
Auditor,	D. Hum, Jr.,	"
General Manager,	E. H. Utley,	"
Chief Engineer,	H. T. Porter,	"
General Superintendent,	J. S. Matson,	Greenville, Pa.

3—8—1901

PROPERTY OPERATED.

See report of Pittsburg, Bessemer and Lake Erie Railroad Company.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$38,134 65	Capital stock,	$100,000 00
Cash and current assets,	415,207 02	Current liabilities,	406,327 94
Other Assets:		Accrued interest on funded debt not yet payable,	179,770 83
Materials and supplies,	65,041 97		
Profit and loss,	167,715 13		
Grand total,	$686,098 77	Grand total,	$686,098 77

BIG LEVEL AND KINZUA RAILROAD COMPANY.

Operated by Bradford, Bordell and Kinzua Railway Company.
Date of organization: August 27, 1881.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Thomas L. Kane,	Kane, Pa.	Solon Humprey (deceased.)	
G. P. Weeks,	Kane, Pa.	John T. Ferry,	54 Ex. Place, N. Y.
C. C. Davis,	Kane, Pa.	J. D. Callery,	Pittsburg, Pa.
Joshua Davis,	Kane, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President,	Thomas L. Kane,	Kane, Pa.
Secretary,	C. C. Davis,	Kane, Pa.
Treasurer,	E. O. Aldrich,	Johnsonburg, Pa.
General Solicitor, Attorney or General Counsel,	Geo. L. Roberts,	Pittsburg, Pa.
Comptroller and Auditor,	N. C. Cody,	Kushequa, Pa.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Big Level Kinzua Railway Co.	Mt. Jewett, Pa.	Ormsby, Pa., ..	Bradford, Bordell, Kinzua Ry. Branches, spurs.	Lease, ...	10.70

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$200,480 66	Capital stock, ...	$150,000 00
Stocks owned, ...	410 00	Funded debt, ...	50,000 00
Cash and current assets, ...	2,240 54	Current liabilities, ...	3,140 64
Profit and loss, ...	9 44		
Grand total, ...	$203,140 64	Grand total, ...	$203,140 64

BLOOMSBURG AND SULLIVAN RAILROAD COMPANY.

Date of organization: December 31, 1883.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.
Morton McMichall, ...	315 Chestnut Street, Philadelphia, Pa.
E. W. Clark, Jr., ...	Care E. W. Clark & Co., Philadelphia, Pa.
A. W. Kelsey, ...	Chestnut Hill, Philadelphia, Pa.
E. R. Dick, ...	Philadelphia, Pa.
Samuel Wigfall, ...	Bloomsburg, Pa.
L. E. Waller, ...	Bloomsburg, Pa.
J. K. Loots, ...	Bloomsburg, Pa.
H. J. Conner, ...	Orangeville, Pa.
James M. Shew, ...	Lightstreet, Pa.

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board,	Morton McMichael,	315 Chestnut St., Phila.
President,	Morton McMichael,	"
First Vice President,	Samuel Wigfall,	Bloomsburg, Pa.
Secretary,	H. J. Conner,	Orangeville, Pa.
General Solicitor,	L. E. Waller,	Bloomsburg, Pa.
General Superintendent,	D. W. Campbell,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Bloomsburg and Sullivan,	Bloomsburg,	Jamison City,	30.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,199,000 00	Capital stock,	$600,000 00
Cash and current assets,	29,198 38	Funded debt,	591,800 00
		Current liabilities,	12,838 57
		Special fund,	10,000 00
		Profit and loss,	13,559 81
Grand total,	$1,228,198 38	Grand total,	$1,228,198 38

BRADFORD, BORDELL AND KINZUA RAILWAY COMPANY.

Date of organization: April 1, 1892.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Jno. J. Carter,	Titusville, Pa.	J. B. McGeorge,	New York, N. Y.
Geo. L. Roberts,	Pittsburg, Pa.	Chas. Dana,	New York, N. Y.
David H. Jack,	Bradford, Pa.	Jas. R. Cowing,	New York, N. Y.
H. K. Pomeroy,	New York, N. Y.		

OFFICERS.

Title.	Name.	Official Address.
President,	Geo. L. Roberts,	Pittsburg, Pa.
First Vice President,	H. K. Pomroy,	New York, N. Y.
Secretary,	J. B. McGeorge,	"
Treasurer,	A. B. Campbell,	Bradford, Pa.
Attorney or General Counsel,	Geo. L. Roberts,	Pittsburg, Pa.
Auditor,	A. B. Campbell,	Bradford, Pa.
General Manager,	Jno. C. McKenna,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Bradford, Bordell and Kinzua Railway Company.	Bradford,	Smethport,	26.11
Big Level and Kinzua Railroad Co.,	Mt. Jewett,	Ormsby Junc.,	10.48
Pittsburg and Western Railway Co.,	Mt. Jewett,	Kane,	11.49
Total mileage operated,			48.08

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$405,850 00	Capital stock,	$249,000 00
Cost of equipment,	92,150 00	Funded debt,	249,000 00
Cash and current assets,	22,763 40	Current liabilities,	11,427 49
		Accrued interest on funded debt not yet payable,	2,490 00
		Profit and loss,	8,845 91
Grand total,	$520,763 40	Grand total,	$520,763 40

BRADFORD AND WESTERN PENNSYLVANIA RAILROAD COMPANY.

Date of organization: July 27, 1891.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Samuel P. Kennedy, ..	Bradford, Pa.	William C. Kennedy,	Bradford, Pa.
Harry E. Schaublaur,	Bradford, Pa.	Thomas B. Clark, ...	Bradford, Pa.
Thomas H. Kennedy,..	Bradford, Pa.	David S. Mallory, Jr.,	Bradford, Pa.

OFFICERS.

Title.	Name.	Official Address.
President, ...	Samuel P. Kennedy, ...	Bradford, Pa.
First Vice President, ...	Thomas H. Kennedy, ...	"
Secretary, ...	David L. Mallory, Jr., ...	"
Treasurer, ...	William C. Kennedy, ...	"
General Superintendent, ...	Henry Bomaster, ...	Lewis Run, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Main Line, ...	Lewis Run, ...	Dent Hill or Pump Station.	4.77
Spur, ...	Merrick, ...	Miam, ...	.94
	Marshburg Junction,	Parkhill, ...	.89
	Main Branch, ...	.....	1.13
	Lavingo Branch, ...	.....	.45
Total mileage operated, ...	.....	.....	8.18

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$30,162 47	Capital stock, ...	$36,000 00
Cost of equipment, ...	6,840 60	Current liabilities, ...	400 00
Cash and current assets, ...	7 78	Profit and loss, ...	610 85
Grand total, ...	$37,010 85	Grand total, ...	$37,010 85

BROCKPORT AND SHAWMUT RAILROAD COMPANY.

Operated by Erie Railroad Company.
Date of organization: July 31, 1886.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.
W. A. May,	Scranton, Pa.
D. H. Jack,	Bradford, Pa
C. V. Merrick,	Bradford, Pa
J. A. Middleton,	New York, N. Y., P. O. Box 39.

OFFICERS.

Title.	Name.	Official Address.
President,	D. H. Jack,	Bradford, Pa.
Vice President,	E. B. Thomas,	New York, N. Y.
Secretary,	J. A. Middleton,	"
Treasurer,	J. W. Platten,	"
Assistant Secretary,	L. D. Smith,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Brockport & Shawmut R. R. Co.	Brockport, Pa.,	Shawmut, Pa.,	Erie R. R. Co.,	Ownership of stock.	2.10

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$21,195 26	Capital stock,	$22,500 00
New York, Lake Erie and Western Railroad Company,	22,500 00	New York, Lake Erie and Western Coal and Railroad advances,	21,195 26
Grand total,	$43,695 26	Grand total,	$43,695 26

BROWNSTONE AND MIDDLETOWN RAILROAD COMPANY.

Date of organization: February 8, 1892.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Robert T. Walton, ...	Hummelstown, Pa.	H. H. Rice, ...	Hummelstown, Pa.
E. A. Penney, ...	Hummelstown, Pa.	H. O. Deshong, ...	Philadelphia, Pa.
Jno. T. Nissley, ...	Hummelstown, Pa.	Morris Ebert, ...	Philadelphia, Pa.

OFFICERS.

Title.	Name.	Official Address.
President, ...	Allen R. Walton, ...	Waltonville, Pa.
Secretary, ...	E. A. Penney, ...	"
Treasurer, ...	Allen R. Walton, ...	"
Attorney, or General Counsel, ...	Lyman D. Gilbert, ...	Harrisburg, Pa.
Auditor, ...	Charles M. Hartrick, ...	Waltonville, Pa.
Chief Engineer, ...	Geo. W. Hayes, ...	Lebanon, Pa.
General Superintendent, ...	Robert T. Walton, ...	Waltonville, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Brownstone and Middletown Railroad Company.	Brownstone, Pa., ...	Waltonville, Pa., ...	2.50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$20,000 00	Capital stock	$25,000 00
Cost of equipment, ...	7,550 00	Current liabilities, ...	968 85
Cash and current assets, ...	530 60	Profit and loss, ...	2,111 75
Grand total, ...	$28,080 60	Grand total, ...	$28,080 60

BROOKVILLE RAILWAY COMPANY.

Date of organization: June 10, 1896.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
A. W. Cook,	Brookville, Pa.	Theo. F. Brown,	Pittsburg, Pa.
N. E. Graham,	East Brady, Pa.	E. P. Bates,	Pittsburg, Pa.
W. K. McElroy,	Pittsburg, Pa.	S. B. Rumsey,	Pittsburg, Pa.
F. H. Ashmead,	Pittsburg, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President,	A. W. Cook,	Brookville, Pa.
Secretary,	Thos. R. Robinson,	Pittsburg, Pa.
Treasurer,	N. E. Graham,	East Brady, Pa.
Auditor,	E. M. Long,	Brookville, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Brookville Railway Company,	Brookville, Pa.,	Hays Lot, Pa.,	13.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$71,492 87	Capital stock,	$71,450 00
		Balance due for construction of road,	42 87
Grand total,	$71,492 87	Grand total,	$71,492 87

BUFFALO, BRADFORD AND PITTSBURG RAILROAD COMPANY.

Operated by Erie Railroad.
Date of organization: March 4, 1859.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.
E. B. Thomas,	P. O. Box 839, New York City.
J. L. Welsh,	Philadelphia, Pa.
W. A. May,	Dunmore, Pa.
D. H. Jack,	Bradford, Pa.
C. V. Merrick,	Bradford, Pa.
J. A. Middleton,	P. O. Box 839, New York City.
J. M. Cummings,	P. O. Box 839, New York City.

OFFICERS.

Title.	Name.	Official Address.
President,	J. Lowber Welsh,	Philadelphia, Pa.
First Vice President,	E. B. Thomas,	P. O. Box 839, N. Y. City.
Secretary,	J. A. Middleton,	P. O. Box 839, N. Y. City.
Assistant Secretary,	L. D. Smith,	P. O. Box 839, N. Y. City.
Treasurer,	J. W. Platten,	P. O. Box 839, N. Y. City.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Buffalo, Bradford and Pittsburg Railroad.	Carrollton, N.Y.	Gilesville, Pa.,	Erie Railroad Co.,	Lease,	26.17

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$3,114,289 55	Capital stock,	$2,286,400 00
		Funded debt,	580,000 00
		Advances, Erie Railroad Co.,	103,564 40
		New York, Lake Erie and Western Railroad Co. & Receivers,	144,325 15
Grand total,	$3,114,289 55	Grand total,	$3,114,289 55

BUFFALO, ROCHESTER AND PITTSBURG RAILWAY COMPANY.

Date of organization: March 11, 1887.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.
Henry I Barbey,	17 W. 38th Street, New York, N. Y.
Oscar Grisch,	P. O. Box 910, New York, N. Y.
J. H. Hocart,	P. O. Box 910, New York, N. Y.
J. A. Iselin,	P. O. Box 910, New York, N. Y.
C. O'D. Iselin,	P. O. Box 910, New York, N. Y.
Ernest Iselin,	P. O. Box 910, New York, N. Y.
W. G. Oakman,	65 Cedar Street, New York, N. Y.
W. H. Peckham,	20 Broadway, New York, N. Y.
Auguste Richard,	12 E. 69th Street, New York, N. Y.
John L. Riker,	46 Cedar Street, New York, N. Y.
W. Emlen Roosevelt,	33 Wall Street, New York, N. Y.
J. Kennedy Lad,	45 Wall Street, New York, N. Y.
Arthur G. Yates,	Rochester, N. Y.

OFFICERS.

Title.	Name.	Official Address.
President,	Arthur G. Yates,	Rochester, N. Y.
First Vice President,	Adrian Iselin, Jr.,	New York, N. Y.
Secretary and Assistant Treasurer,	J. H. Hocart,	New York, N. Y.
Treasurer and Auditor,	J. F. Dinkey,	Rochester, N. Y.
Solicitor, New York,	Foote & Havens,	Rochester, N. Y.
Solicitor, Pennsylvania,	C. H. McCauley,	Ridgway, Pa.
Chief Engineer,	J. M. Floesch,	Rochester, N. Y.
General Superintendent,	G. E. Merchant,	Rochester, N. Y.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Buffalo, Rochester and Pittsburg Railway Company.	Rochester, N. Y.,	Ashford, N. Y.,	93.70
	Buffalo Creek, N. Y.,	Howard Jct., Pa.,	80.80
	Clarion Jct., Pa.,	Lindsey, Pa.,	60.43
Beechtree Branch,	Lanes Mills Jct., Pa.,	Coal Glen, Pa.,	5.97
Eleanore Branch,	Eleanora Jct., Pa.,	Eleanora, Pa.,	5.65
Adrian Branch,	Elk Run Jct., Pa.,	Adrian, Pa.,	4.83
Walston Branch,	Walton Jct., Pa.,	Walston, Pa.,	1.98
Lincoln Park and Charlotte Railroad,	Lincoln Park, N. Y.,	Charlotte, N. Y.,	10.30
Perry Railroad,	Silver Lake Jc., N. Y.	Silver Springs, N. Y.,	1.03
Johnsonburg and Bradford Railroad,	Howard Jct., Pa.,	Mt. Jewett, Pa.,	19.60
Clearfield and Mahoning Railway,	C. & M. Jct., Pa.,	Clearfield, Pa.,	25.87
Mahoning Valley Railroad,	Stanley, Pa.,	Heloitia, Pa.,	1.89
Allegheny and Western Railway,	Lindsey, Pa.,	Butler, Pa.,	50.57
Allegheny Terminal Company,	Allegheny City,		.12
Buffalo Creek Railway,	Buffalo Creek, N. Y.,	Buffalo (Garrison st.) N. Y.	1.92
Pennsylvania Railway,	Buffalo Creek, N. Y.,	E. Buffalo, N. Y.,	1.86
New York Central and Hudson River Railroad.	E. Buffalo, N. Y.,	Buffalo, N. Y.,	1.09
Erie Railroad,	Mt. Jewett, Pa.,	Clarion Jct., Pa.,	20.76
New York Central and Hudson River, Railroad.	Beech Creek Jct., Pa.,	Clearfield, Pa.,	.47
Pittsburg and Western Railway,	Butler, Pa.,	Allegheny, Pa.,	4[illegible].0
Pittsburg and Western Railway,	Ribold Jct., Pa.,	New Castle, Pa.,	33.24
Total mileage operated,			472.08

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$18,797,006 93	Capital stock,	$12,000 000 00
Cost of equipment,	6,164,232 10	Funded debt,	13,032,000 00
Stocks owned,	1,003,670 50	Current liabilities,	693,195 54
Advances to leased roads,	98,019 33	Real estate mortgages,	304,000 00
Cash and current assets,	950,894 12	Accrued interest on funded debt not yet payable,	141,622 48
Other Assets: Materials and supplies,	546,861 59	Profit and loss,	1,389,866 95
Grand total,	$27,560,684 97	Grand total,	$27,560,684 97

BUFFALO AND SUSQUEHANNA RAILROAD COMPANY.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
F. H. Goodyear,	Buffalo, N. Y.	W. C. Park,	Galeton, Pa.
C. W. Goodyear,	Buffalo, N. Y.	W. H. Sullivan,	Austin, Pa.
W. I. Lewis,	Coudersport, Pa.	P. H. Farrell,	"
N. N. Metcalf,	Austin, Pa.	M. E. Olmsted, ex-officio.	Harrisburg, Pa.
Daniel Collins,	Austin, Pa.		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board,	F. H. Goodyear,	Buffalo, N. Y.
President and General Counsel,	M. E. Olmsted,	Harrisburg, Pa.
First Vice President,	F. H. Goodyear,	Buffalo, N. Y.
Second Vice President and General Manager,	C. W. Goodyear,	"
Secretary,	F. A. Lehr,	"
Treasurer,	E. O. Cheney,	"
Auditor,	F. H. Freeburn,	"
Chief Engineer,	H. Herden,	Galeton, Pa.
General Superintendent,	W. C. Park,	"

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Buffalo and Susquehanna Railroad,	Keating Summit, Pa.,	To a point on N. Y. & Pa. State Line.	84.73
Buffalo and Susquehanna Railroad,	Galeton, Pa.,	To a point on N. Y. & Pa. State Line.	26.91
Buffalo and Susquehanna Railroad,	Gaines Jct., Pa.,	Ansonia, Pa.,	8.60
Buffalo and Susquehanna Railroad,	Cross Fork Jct., Pa.,	Cross Fork, Pa.,	12.73
Buffalo and Susquehanna Railroad,	Wharton, Pa.,	Sinnemahoning, Pa.,	19.50
Addison and Susquehanna Railroad,	Addison, N. Y.,	To a point on N. Y. & Pa. State Line.	9.61
Wellsville, Coudersport and Pine Creek Railway.	Wellsville, N. Y.,	To a point on N. Y. & Pa. State Line.	10.11
Total mileage operated,			172.22

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$5,610,890 84	Capital stock,	$3,518,000 00
Cost of equipment,	494,746 00	Capital stock in treasury per contra,	1,037,500 00
Stocks owned,	162,700 00	Funded debt,	365,000 00
Bonds owned,	327,500 00	Current liabilities,	115,061 42
Other permanent investments,	525,000 00	Accrued intedest on funded debt not yet payable,	8,387 50
Capital stock in treasury per contra,	1,037,500 00	Reserve fund,	87,786 26
Cash and current assets,	475,303 86	Accrued sinking fund,	870 03
Other Assets:		Profit and loss,	317,932 16
Materials and supplies,	46,017 53		
Sinking fund, uninvested,	55,879 14		
Grand total,	$8,735,537 37	Grand total,	$8,735,537 37

BUSTLETON RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: December 27, 1890.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Samuel Rea,	Philadelphia, Pa.	Jos. M. Crawford,	Philadelphia, Pa.
Wm. H. Barnes,	Philadelphia, Pa.	N. P. Shortridge,	Wynnewood, Pa.
John P. Green,	Philadelphia, Pa.	Carroll M. Bunting,	Philadelphia, Pa.
Wm. A. Patton,	Philadelphia, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	John M. Harding,	"
Treasurer,	J. S. Vanzandt,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Bustleton R. R. Co.	Holmesburg Jc., Pa.	Bustleton, Pa.,	Penn'a R. R. Co.,	Resolutions	4.16

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$100,000 00	Capital stock,	$100,000 00
Profit and loss,	96,132 28	Current liabilities,	96,1 2 28
Grand total,	$196,132 28	Grand total,	$196,132 28

CAMBRIA AND CLEARFIELD RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: January 13, 1887.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Wm. H. Barnes,	Philadelphia, Pa.	Wm. A. Patton,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.	N. P. Shortridge,	Philadelphia, Pa.
C. Stuart Patterson,	Philadelphia, Pa.	George Wood,	Philadelphia, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	Albert Hewson,	"
Treasurer,	Taber Ashton,	"
Chief Engineer,	Wm. H. Brown,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Cambria & Clearfield Railroad.	Cresson, Pa., Pa.	Glen Campbell,	Penn'a R. R. Co.,	Resolutions of Board.	49.59
Branches,					53.07
Total mileage,					102.66

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2,579,284 35	Capital stock,	$1,300,550 00
Construction supense account,	4,769 50	Funded debt,	1,279,000 00
Cash and current assets,	187,756 11	Current liabilities,	36,869 50
		Profit and loss,	155,390 46
Grand total,	$2,771,809 96	Grand total,	$2,771,809 96

CAMMAL AND BLACK FOREST RAILROAD COMPANY.

Date of organization: March 14, 1894.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
R. M. McCullough,	Jersey Shore, Pa.	H. S. Childs,	Cammel, Pa.
Joseph Wood,	"	W. C. Wood,	"
J. S. Childs,	"	W. R. Peoples,	Jersey Shore, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	R. M. McCullough,	Jersey Shore, Pa.
Secretary and Treasurer,	Joseph Wood,	"
Attorney or General Counsel,	Wm. R. Peoples,	"
Assistant General Manager,	C. B. McCullough,	Cammal, Pa.

PROPERTY OPERATED.

Name.	Terminals		Miles of line for each road named.
	From—	To—	
Cammal and Black Forest Railway,	Cammal,	County Line,	21.40
	Summit Switch,	Baldwin Run,	6.70
Total mileage operated,			28.10

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$123,639 99	Capital stock,	$75,000 00
Cost of equipment,	18,398 29	Current liabilities,	3,113 43
Cash and current assets,	4,695 52	Profit and loss,	76,610 37
Other Assets:			
Materials and supplies,	8,000 00		
Grand total,	$154,723 80	Grand total,	$154,723 80

CATASAUQUA AND FOGELSVILLE RAILROAD COMPANY.

Date of organization: April 5, 1853.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Samuel Thomas,	Catasauqua, Pa.	Leonard Pickett,	Catasauqua, Pa.
W. S. Pilling,	Philadelphia, Pa.	David H. Thomas,	"
Theodore Voorhees,	"	James M. Landis,	Philadelphia, Pa.
B. F. Fackenthal, Jr.,	Easton, Pa.	Fred. R. Drake,	Easton, Pa.
H. H. Ball,	Philadelphia, Pa.	C. E. Henderson,	Philadelphia, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	"
Treasurer,	W. A. Church,	"
Comptroller,	D. Jones,	"

PROPERTY OPERATED.

Name.	Terminals		Miles of line for each road named.
	From—	To—	
Catasauqua and Fogelsville Railroad,	Catasauqua, Pa.,	Rittenhouse Gap, Pa.,	18.91
Breinegsville Branch,	Trexlertown, Pa.,	Lichtey, Pa.,	5.58
Crane Branch,	Crane, Pa.,	Walner, Pa.,	3.37
Gehman Branch,	Wetzel, Pa.,	Gehman, Pa.,	1.61
Total mileage operated,			29.50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$557,340 09	Capital stock,	$426,900 00
Cost of equipment,	16,785 00	Funded debt,	135,000 00
Cash and current assets,	76,574 58	Current liabilities,	26,583 98
Other Assets:		Profit and loss,	69,457 03
Materials and supplies,	7,246 34		
Grand total,	$657,946 01	Grand total,	$657,946 01

CATAWISSA RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: March 21, 1860.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Edward S. Buckley,	Philadelphia, Pa.	James H. Windrim,	Philadelphia, Pa.
R. Dale Benson,	"	Francis K. Shipper,	"
George McCall,	"	Theodore Voorhees,	"

OFFICERS.

Title.	Name.	Official Address.
President,	G. Assheton Carson,	Philadelphia, Pa.
Secretary and Treasurer,	R. M. Elliott,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Catawissa R. R.,	Tamanend,	Newberry Jct.,	Phila. & Reading Railway Co.		96.50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$6,706,668 08	Capital stock,	$1,359,500 00
Stocks owned,	33,[illegible]93 26	Funded debt,	2,215,000 00
Bonds owned,	44,110 00	Profit and loss,	216,721 07
Cash and current assets,	7,143 73		
Grand total,	$6,791,221 07	Grand total,	$6,791,221 07

CENTRAL PENNSYLVANIA AND WESTERN RAILROAD COMPANY.

Date of organization: March 1, 1893.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.
R. T. McCabe,	No. 29 Broadway, New York, N. Y.
James Kerr,	Clearfield, Pa.
Morris Liveright,	Philadelphia, Pa.
Eugene R. Payne,	Williamsport, Pa.
N. N. Betts,	Towanda, Pa.
Stephen Peabody,	New York, N. Y.
Benj. S. Hermon,	"

OFFICERS.

Title.	Name.	Official Address.
President,	R. T. McCabe,	29 Broadway, New York.
Secretary,	Wm. R. Heath,	"
Treasurer,	James B. Bach,	"
General Manager,	S. B. Hanpt,	Watsontown, Pa.
Superintendent,	M. A. Berger,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Central Pennsylvania & Western R. R.,	Watsontown,	Orangeville,	.31

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$6,240,650 00	Capital stock,	$5,620,650 00
Cash and current assets,	640 59	Funded debt,	620,000 00
Other Assets:		Current liabilities,	293,640 66
Materials and supplies,	1,203 00		
Profit and loss,	291,797 07		
Grand total,	$6,534,290 66	Grand total,	$6,534,290 66

CENTRAL RAILROAD COMPANY OF NEW JERSEY.

Date of organization: February 26, 1847.
Under laws of what government or state organized: New Jersey.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
George F. Baer,	Reading, Pa.	Henry Graves,	Orange, N. Y.
J. R. Maxwell,	Brooklyn, N. Y.	Jos. S. Harris,	Philadelphia, Pa.
Geo. F. Baker,	New York, N. Y.	E. B. Thomas,	New York, N. Y.
Harris C. Fahnestock,	"	Chas. Steele,	"
J. Lober Walsh,	Philadelphia, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President,	George F. Baer,	New York, N. Y.
Vice President,	C. H. Warren,	"
Secretary and Treasurer,	G. O. Waterman,	"
Assistant Secretary and Treasurer,	Jno. T. Prichard,	"
General Counsel,	Robert W. DeForest,	"
Auditor,	W. W. Stevenson,	"
Chief Engineer,	J. H. Thompson,	Jersey City, N. J.
General Superintendent,	J. H. Olhausen,	"

PROPERTY OPERATED.

Name.	Terminals		Miles of line for each road named.
	From—	To—	
Central Railroad Co. of New Jersey,	Jersey City, N. J.,	Philipsburg,	72.30
Elizabeth Branch,	Elizabeth,	Elizabethport Docks,	2.84
Newark and Elizabeth Branch,	Elizabethport,	Brills,	5.51
Perth Amboy Branch,	Elizabethport,	Perth Amboy,	12.13
Perth Amboy Branch,	Maurers,	S. I. Terre Cotta Lumber Co.	.44
Buena Vista R. R.,	Greenwich,	Cohansey Creek,	1.03
Carterett Extension R. R.,	Carterett,	Staten Island Sound,	1.82
Carterett and Sewanven R. R.,	Liebigs,	Port Reading,	1.25
Constables Hook R. R.,	Centreville,	Constables Hook,	1.95
Middlebrook R. R.,	Middle Brook,	Chimney Rock,	1.85
Cumberland and Maurice River R. R.,	Bridgeton,	Bivalve,	21.20
Cumberland and Maurice River Ext. R. R.	Bridgeton Junction,	Bridgeton,	1.23
Elizabeth Extension R. R.,	Great Island Jct.,	Terminus,	.89
Freehold and Atlantic Highlands R. R.,	Freehold,	Stone Church,	24.47
High Bridge R. R.,	High Bridge,	German Valley,	11.53
High Bridge Railroad Spur,	German Valley, N. J.,	Chester, N. J.,	4.51
Longwood Valley R. R.,	German Valley, N. J.,	Port Oram, N. J.,	13.84
Lafayette R. R.,	Lafayette, N. J.,	Griffing Iron Works, N. J.	.55
Lake Hopatcong R. R.,	Hopatcong Jct., N. J.,	Nolans Point, N. J.,	5.56
Long Branch and Seashore R. R.,	Highland Beach, N.J.	Long Branch, N. J.,	6.19
Long Branch and Seashore R. R., Spur,	Highland Beach, N.J.	U. S. Government line, N. J.	.34
Manufacturers' R. R.,	Brills, N. J.,	Passaic River, N. J.,	1.68
Manufacturers' Extension R. R.,	Albert St., Newark, N. J.	Mapes Works, N. J.,	1.23
Middle Valley R. R.,	Middle Valley, N. J.,	Quarries, N. J.,	1.38
Navesink R. R.,	Atlantic Highlands Pier, N. J.	Highland Beach, N.J.	4.66
Newark and New York R. R.,	Communipaw, N. J.,	Newark, N. J.,	6.22
New Jersey Southern R. R.,	Long Branch, N. J.,	Atsion, N. J.,	59.22
New Jersey Southern R. R., Spur,	Eatontown, N. J.,	Port Monmouth, N.J	9.08
New Jersey Southern R. R., Spur,	Atsion, N. J.,	Terminus,	.82
Raritan North Shore,	Perth Amboy, N. J.,	Factories, N. J.,	1.75
South Branch R. R.,	Somerville, N. J.,	Flemnigton, N. J.,	15.78
Sound Shore R. R. (and) Spurs),	Broadway, Elizabethport, N. J.	Cartaret, N. J.,	6.17
Toms River R. R.,	Lakehurst,	Toms River, N. J.,	7.57
Toms River and Barnegat R. R.,	Toms River, N. J.,	Barnegat,	11.71
Vineland R. R.,	Atsion, N. J.,	Bayside, N. J.,	46.82
West End R. R.,	Long Branch, N. J.,	West End, N. J.,	1.55
West Side Connecting R. R.,	West Side Ave., Jersey City, N. J.	Danforth Ave., N. J.,	.94
Dover and Rockaway R. R.,	Port Oram, N. J.,	Rockaway, N. J.,	5.12
Ogden Mine R. R.,	Nolans Point, N. J.,	Edison, N. J.,	9.86
Wilkes-Barre and Scranton R. R.,	Minooka Jct., Pa.,	Scranton, Pa.,	4.37
Hibernia Mine R. R.,	Rockaway, N. J.,	Hibernia, N. J.,	4.20
Lehigh and Susquehanna R. R.,	Phillipsburg, N. J.,	Union Jct., Pa.,	105.31
Lehigh & Susquehanna R. R. branches,			58.45
Nesquehoning Valley R. R.,	Nesquehoning, Pa.,	Tamanend, Pa.,	16.66
Tresckow R. R.,	Silver Brook, Pa.,	Audenreid, Pa.,	7.60
Lehigh and Lackawanna R. R.,	Bethlehem, Pa.,	Wind Gap, Pa.,	25.39
Lehigh and Lackawanna Spurs,	Bath, Pa.,	Lawrenceville, Pa.,	.79
Wind Gap and Delaware R. R.,	Bangor, Pa.,	Lake Poponoming, Pa.	9.96
New York and Long Branch R. R.,	Perth Amboy, N. J.,	Bay Head, N. J.,	38.64
Allentown Terminal R. R., (and Spurs),	Main Line L. & S., Pa.	Main Line L. & S., Pa.	3.27
Delaware and Hudson Canal Company's Railroad.	Union Jct., Pa.,	Minooka Jct., Pa.,	9.66
Lehigh Coal anid Navigation Co.,	Honto, Pa.,	Greenwood Jct., Pa.,	5.36
Philadelphia and Reading Ry. Co.,	Greenwood Jct., Pa.,	Tamaqua, Pa.,	1.17
Philadelphia and Reading Ry. Co.,	Pottsville Br. Jct., Pa.	Kaska William, Pa.,	9.47
Philadelphia and Reading Ry. Co.,	Tamanend, Pa.,	Silver Brook, Pa.,	5.20
Beaver Meadow, Tresckow and New Boston R. R.	Tresckow Br., Pa.,	Colerain, Pa.,	2.17
Lehigh and New England R. R.,	Bangor Jct., Pa.,	Bender Jct., Pa.,	2.08
Total mileage operated,			694.98

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$32,510,810 67	Capital stock,	$27,251,800 00
Cost of equipment,	16,532,043 99	Funded debt,	46,665,000 00
Stocks owned,	8,905,303 52	Current liabilities,	4,923,833 47
Bonds owned,	17,504,903 85	Real estate mortgages,	199,100 00
Other permanent investments,	2,103,655 79	Accrued interest on funded debt and rentals not yet payable,	67,979 07
Lands owned,	3,452,159 65	Accrued dividend due August, 1901,	340,785 00
Cash and current assets,	5,693,180 07	Amounts due on redemption:	
Other Assets:		Sundry stocks,	400 00
Materials and supplies,	834,678 42	Sundry bonds,	9,431 60
Sundries,	404,392 21	Profit and loss,	3,287,749 43
Grand total,	$87,746,128 57	Grand total,	$87,716,128 57

CENTRAL RAILROAD COMPANY OF PENNSYLVANIA.

Date of organization: September 11, 1891.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Chas. M. Clement,	Bellefonte, Pa.	William McLaughlin,	Philadelphia, Pa.
Chas. W. Wilhelm,	Reading, Pa.	Alfred M. Gray,	"
Edward L. Welsh,	Philadelphia, Pa.	Robert Valentine,	Bellefonte, Pa.
William J. McHugh,	"		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board and President,	Chas. M. Clement,	Bellefonte, Pa.
First Vice President,	Chas. W. Wilhelm,	Reading, Pa.
Secretary and Treasurer,	William J. McHugh,	304 Walnut St., Phila.
General Solicitor,	Richard C. Dale,	Philadelphia, Pa.
Auditor,	M. L. Altenderfer,	Bellefonte, Pa.
General Superintendent,	J. W. Gephart,	"

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Central Railroad Co. of Penna. (Main Line).	Bellefonte, Pa., ...	Mill Hall, Pa., ...	27.30
Branch Lines at	Bellefonte Bfe. Fur.,		
	Morris Quarries, ...		
	Hecla Park, ...		
	Clintondale, ...		
	Salona, ...		
	Morris Quarries, ...	Millersburg, Pa., ...	5.30
	Mill Hall L. Co., ...		
	Mill Hall, ...		
	American Axe & Tool Co.		
	Mill Hall L. Co., ...		
Total mileage operated, ...	.....	.....	32.60

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$996,412 09	Capital stock, ...	$1,500,000 00
Cost of equipment, ...	5,221 89	Funded debt, ...	600,000 00
Lands owned, ...	11,000 00	Current liabilities, ...	445,793 44
Advancements and payments in hands of Construction Company, and on account of unfinished lines for rights of way, etc., to final settlements on entire line,	786,413 77	Real estate mortgages, ...	2,500 00
		Accrued interest on funded debt not yet payable, ...	6,000 00
Cash and current assets, ...	62,700 50		
Other Assets:			
Materials and supplies, ...	3,000 00		
Profit and loss, ...	335,545 19		
Grand total, ...	$2,254,293 44	Grand total, ...	$2,254,293 44

CENTRAL TRUNK RAILROAD COMPANY.

Operated by Lake Shore and Michigan Southern Railway Company.
Date of organization: April 11, 1868.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
W. H. Newman, ...	Cleveland, Ohio.	S. R. Mason, ...	Mercer, Pa.
O. G. Getzen-Danner,	"	R. P. Cann, ...	Stoneboro, Pa.
P. P. Wright, ...	"		

OFFICERS.

Title.	Name.	Official Address.
President,	G. H. McIntyre,	Stoneboro, Pa.
First Vice President,	W. H. Newman,	Cleveland, O.
Secretary and Treasurer,	O. G. Getzen-Danner,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Central Trunk Ry.,	Jamestown,	Ohio & Penna. State Line.	L. S. & M. S. Ry. Co.	Proprietary,	5.26

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$12,500 00	Capital stock,	$12,500 00
Grand total,	$12,500 00	Grand total,	$12,500 00

CHARTIERS RAILWAY COMPANY.

Operated by Pittsburg, Cincinnati, Chicago and St. Louis Railway Company.
Date of organization: January 2, 1867.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Wm. H. Barnes,	Philadelphia, Pa.	Samuel Rea,	Philadelphia, Pa.
J. T. Brooks,	Salem, Ohio.	N. P. Shortridge,	Wynnewood, Pa.
Wm. A. Patton,	Philadelphia, Pa.	George Wood,	Philadelphia, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	John P. Green,	Philadelphia, Pa.
Vice President,	Samuel Rea,	"
Secretary,	Albert Hewson,	"
Treasurer,	Taber Ashton,	"
Chief Engineer,	Thomas H. Johnson,	Pittsburg, Pa.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Chartiers Railway,	Carnegie, Pa.,	Washington, Pa,	Pittsburg, Cincinnati, Chicago & St. Louis Ry. Co.	Lease,	23.48

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,341,747 57	Capital stock,	$645,300 00
Stocks owned,	101,119 25	Funded debt,	500,000 00
Cash and current assets,	35,297 80	Current liabilities,	57,114 42
		Accrued interest on funded debt not yet payable,	8,750 00
		Profit and loss,	267,000 20
Grand total,	$1,478,164 62	Grand total,	$1,478,164 62

CHESTER CREEK RAILROAD COMPANY.

Operated by Philadelphia and Baltimores Central Railroad Company.
Date of organization: April 16, 1866.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
John P. Green,	Philadelphia, Pa.	George Wood,	Philadelphia, Pa.
Richard Peters, Jr.,	"	Thomas V. Cooper,	Media, Pa.
George K. Crozier,	Upland, Pa.	Samuel Rea,	Philadelphia, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	John P. Green,	Philadelphia, Pa.
Secretary,	John M. Harding,	"
Treasurer,	Robert W. Smith,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Chester Creek Railroad.	Lamokin,	Lenni,	Phila. & Baltimore Central R. R. Co.	Lease,	6.69

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$457,100 00	Capital stock,	$272,100 00
Cash and current assets,	11,124 00	Funded debt,	185,000 00
		Current liabilities,	11,124 00
Grand total,	$468,224 00	Grand total,	$468,224 00

CHESTER AND DELAWARE RIVER RAILROAD COMPANY.

Date of organization: October 9, 1871.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
George F. Baer,	Philadelphia, Pa.	B. H. Ball,	Philadelphia, Pa.
Theodore Voorhees,	"	W. G. Brown,	"
C. E. Henderson,	"	James M. Landis,	"
D. Jones,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	"
Treasurer,	W. A. Church,	"
Comptroller,	D. Jones,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Chester and Delaware River Railroad,	Marcus Hook, Pa.,	Eddystone, Pa.,	5.35

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$245,951 84	Capital stock,	$40,000 00
Cash and current assets,	16,383 13	Current liabilities,	344,679 46
Profit and loss,	130,664 49	Real estate mortgages,	8,300 00
Grand total,	$392,979 46	Grand total,	$392,979 46

CHESTNUT HILL RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: April 10, 1848.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.
W. W. Colket,	202 Walnut Place, Philadelphia.
C. Stuart Patterson,	1426 Chestnut Street, Philadelphia.
E. H. Weil,	Fourth and Chestnut Street, Philadelphia.
W. S. Wilson,	132 S. Third Street, Philadelphia.
C. Howard Colket,	Aldine Hotel, Philadelphia.
Eli Kirk Price,	709 Walnut Street, Philadelphia.
Chas. C. Slifer,	Flourtown, Pa.
Samuel Y. Heebner,	Summit Avenue, Chestnut Hill, Philadelphia.
Charles Schaffer,	1309 Arch Street, Philadelphia.
Jos. Y. Jeanes,	8 Chestnut Street, Philadelphia.

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board and President,	W. W. Colket,	202 Walnut Place, Phila.
Secretary and Treasurer,	W. W. Stephens,	132 S. 3d. St., Phila.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Chestnut Hill Railroad.	Germantown,	Chestnut Hill,	Phila. & Reading Ry. Co.	Lease,	4.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Lands owned, old account,	$15,505 98	Capital stock,	$120,650 00
Road, old account,	105,144 02	Current liabilities,	81 00
Cash and current assets,	81 00		
Grand total,	$120,731 00	Grand total,	$120,731 00

CLARION RIVER RAILWAY COMPANY.

Operated by the Pittsburg, Shawmut and Northern Railroad Company.
Date of organization: December 17, 1889.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
J. T. McDevitt,	St. Mary's, Pa.	B. C. Mulhern,	St. Mary's, Pa.
D. F. Bagley,	"	Frank S. Smith,	New York, N. Y.
H. S. Hastings,	"	William F. Capp,	St. Mary's, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	F. P. Byrne,	St. Mary's, Pa.
Secretary,	H. S. Hastings,	"
Treasurer,	H. S. Hastings,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Clarion River Railway.	Crayland, Pa.,	Halton, Pa.,	Pittsburg, Shawmut & Northern Railroad.	Lease,	12.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$120,000 00	Capital stock,	$120,000 00
Grand total,	$120,000 00	Grand total,	$120,000 00

CLEARFIELD AND MAHONING RAILROAD COMPANY.

Operated by Buffalo, Rochester and Pittsburg Railway Company.
Date of organization: May 30, 1892.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Officiad Address.
A. Iselin, Jr.,	New York, N. Y.	A. E. Patton,	Curwensville, Pa.
J. J. Mezgar,	"	J. E. Merris,	Du Bois, Pa.
O. Grisch,	"	J. H. Ralph,	Bradford, Pa.
C. O. D. Iselin,	"	C. H. McCauley,	Ridgway, Pa.
J. H. Hocart,	"	J. G. Whitmore,	"

OFFICERS.

Title.	Name.	Official Address.
President,	J. M. Grosch,	Ridgway, Pa.
Secretary,	J. G. Whitmore,	"
Treasurer and Auditor,	J. F. Dinkey,	Rochester, N. Y.
Solicitor,	C. H. McCauley,	Ridgway, Pa.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Clearfield and Mahoning Ry.	C. & M. Jct., Pa.	Clearfield, Pa.,	Buffalo, Rochester and Pittsburg Ry. Co.	Lease,	25.87

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,315,479 26	Capital stock,	$750,000 00
Cost of equipment,	98,000 00	Funded debt,	650,000 00
		Current liabilities,	13,479 26
Grand total,	$1,413,479 26	Grand total,	$1,413,479 26

CLEARFIELD SOUTHERN RAILROAD COMPANY.

Date of organization: July 6, 1898.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Jamse Kerr,	Clearfield, Pa.	H. H. Brady,	Scranton, Pa.
C. D. Simpson,	Scranton, Pa.	H. B. Powell,	Clearfield, Pa.
Benj. S. Harmon,	New York, N. Y.	A. B. Kerr,	New York, N. Y.
A. E. Patton,	Curwensville, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President,	James Kerr,	Clearfield, Pa.
First Vice President,	C. D. Simpson,	Scranton, Pa.
Secretary,	A. B. Kerr,	30 Broad St., New York.
Trasurer,	A. E. Patton,	Curwensville, Pa.
Superintendent,	G. C. Shults,	Clearfield, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Clearfield Southern,	Porters, Pa.,	Faunce, Pa.,	7.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$332,896 49	Capital stock,	$168,000 00
Cost of equipment,	3,103 51	Funded debt,	168,000 00
Cash and current assets,	2,474 25	Current liabilities,	5,200 00
Other Assets:		Profit and loss,	2,193 34
Materials and supplies,	5,014 09		
Grand total,	$343,488 34	Grand total,	$343,488 34

CLEVELAND AND PITTSBURG RAILROAD COMPANY.

Operaetd by Pennsylvania.
Date of organization: March, 1836.
Under laws of what government or state organized: Ohio and Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
R. F. Smith,	Cleveland, O.	J. T. Brooks,	Salem, O.
J. V. Painter,	"	J. P. Green,	Philadelphia, Pa.
E. R. Perkins,	"	H. Darlington,	Pittsburg, Pa.
M. A. Hanna,	"	Charles Lanier,	New York city.
H. C. Ranney,	"	Wm. C. Egleston,	"
Frank J. Jones,	Cincinnati, O.	J. S. Kennedy,	"

OFFICERS.

Title.	Name.	Official Address.
President,	R. F. Smith,	Amer. Trust Bdg., Cleveland, O.
First Vice President,	J. V. Painter,	704 Euclid Ave., Cleveland, O.
Secretary and Treasurer,	J. E. Kloss,	Amer. Trust Bdg., Cleveland, O.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Cleveland & Pittsburg R. R. Co.	Cleveland, O., Bayard, O., Rochester, Pa., Salineville, O.,	Yellow Creek, Ohio. North Philadelphia, O. Bellair, O., Coal Mines.	Penna. Company,	Lease,	201.41

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$15,692,927 48	Capital stock,	$11,247,550 04
Cost of equipment,	4,368,229 98	Funded debt,	8,828,000 00
Cash and current assets,	163,471 22	Current liabilities,	150,464 62
Other Assets:		Other liabilities, sundries,	25,007 21
Materials and supplies,	261,210 66	Profit and loss,	343,077 18
Sundries,	108,259 71		
Grand total,	$20,594,099 05	Grand total,	$20,594,099 05

COLEBROOKDALE RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: March 23, 1865.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
George F. Baer,	Philadelphia, Pa.	D. Jones,	Philadelphia, Pa.
Theodore Voorhees,	"	B. H. Bail,	"
C. E. Henderson,	"	W. G. Brown,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Joseph L. Bailey,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	"
Treasurer,	W. A. Church,	"
Comptroller,	D. Jones,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Colebrookdale R. R. Co.	Pottstown, Pa.,	Barto, Pa.,	Phila. & Reading Railway.	Lease,	12.84

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$672 341 93	Capital stock,	$297,215 00
Cash and current assets,	43,324 86	Funded debt,	600,000 00
Profit and loss,	741,767 21	Current liabilities,	557,219 00
		Accrued interest on funded debt not yet payable,	3,000 00
Grand total,	$1,457,434 00	Grand total,	$1,457,434 00

COLUMBIA AND PORT DEPOSIT RAILWAY COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: July 17, 1890.
Under laws of what government or State organized: Maryland and Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Chas. E. Pugh,	Philadelphia, Pa.	Samuel Rea,	Philadelphia, Pa.
Wm. H. Barnes,	"	George Wood,	"
John P. Green,	"	Samuel C. Rowland,	Baltimore, Md.
Wm. A. Patton,	"		

OFFICERS.

Title.	Title.	Official Address.
President,	Chas. E. Pugh,	Philadelphia, Pa.
Secretary,	Jas. R. McClure,	"
Treasurer,	J. S. Vanzant,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Columbia & Port Deposit Ry. Co.	Columbia, Pa.,	Perryville, Md.,	Penna. R. R. Co.,	Resolution of Board of Directors.	43.21

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2,813,275 66	Capital stock,	$1,000,000 00
Cash and current assets,	226,846 53	Funded debt,	1,800,000 00
		Profit and loss,	240,122 19
Grand total,	$3,040,122 19	Grand total,	$3,040,122 19

CONFLUENCE AND OAKLAND RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: April 2, 1890.
Under laws of what government or state organized: Maryland and Pennsylvania.

OFFICERS.

Names.	Official Address.	Names.	Official Address.
C. C. F. Bent,	Philadelphia, Pa.	J. D. McCubbin, Jr.,	Baltimore, Md.
John K. Cowan,	Baltimore, Md.	Edw. D. Toland,	Philadelphia, Pa.
T. Bayard Henry,	Philadelphia, Pa.	C. W. Woolford,	Baltimore, Md.
Henry Krug,	Krug, Md.		

DIRECTORS.

Title.	Name.	Official Address.
President,	John K. Cowen,	Baltimore, Md.
Secretary,	C. W. Woolford,	"
Treasurer,	J. V. McNeal,	"
Auditor,	Geo. W. Booth,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Confluence & Oakland R. R. Co.	Confluence and Oakland Jct., Pa.	Manor Lands, Md.	Baltimore & Ohio Railroad Co.	Lease,	19.70

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$235,287 06	Capital stock,	$200,000 00
Profit and loss,	87,465 40	Funded debt,	120,000 00
		Current liabilities,	2,752 46
Grand total,	$322,752 46	Grand total,	$322,752 46

CONNECTING RAILWAY COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: April 14, 1863.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Wm. H. Barnes,	Philadelphia, Pa.	Samuel Rea,	Philadelph'a, Pa.
E. B. Morris,	"	N. P. Shortridge,	"
Wm. H. Patton,	"	George Wood,	"

OFFICERS.

Title.	Name.	Official Address.
President,	John P. Green,	Philadelphia, Pa.
Vice President,	Samuel Rea,	"
Secertary,	Albert Hewson,	"
Treasurer,	Taber Ashton,	"
Chief Engineer,	Wm. H. Brown,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Connecting Ry.,	Frankford Jct., Phila., Pa.	Mantua, Phila., Pa.	Pennsylvania R. R. Co.		6.75

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$3,794,884 27	Capital stock,	$1,278,300 00
Construction suspense account,	165,915 80	Funded debt,	991,000 00
Cash and current assets,	450 00	Current liabilities,	1,691,950 07
Grand total,	$3,961,250 07	Grand total,	$3,961,250 07

CORNWALL RAILROAD COMPANY.

Date of organization: May 25, 1850.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
B. H. Buckingham,	Lebanon, Pa.	R. P. Alden,	Lebanon, Pa.
E. C. Freeman,	"	A. M. Patch,	"

OFFICERS.

Title.	Name.	Official Address.
President,	B. H. Buckingham,	Lebanon, Pa.
Vice President,	R. P. Alden,	"
Secretary,	E. C. Freeman,	"
Treasurer,	A. M. Patch,	"
General Solicitor,	H. C. Shirk,	"
General Manager,	E. C. Freeman,	"
Superintendent,	A. M. Patch,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Cornwall Railroad,	Lebanon, Pa.,	Mt. Hope, Pa.,	12.67

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$678,888 02	Capital stock,	$400,000 00
Cost of equipment,	193,548 59	Profit and loss,	585,628 06
Stocks owned,	21,900 00		
Bonds owned,	19,725 00		
Other permanent investments,	1,340 06		
Lands owned,	45,020 04		
Cash and current assets,	22,245 75		
Grand total,	$985,628 06	Grand total,	$985,628 06

CORNWALL AND LEBANON RAILROAD COMPANY.

Date of organization: February 28, 1882.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.
B. Dawson Coleman,	Leabnon, Pa.
Edward R. Coleman,	"
Clement G. Smith,	2039 Walnut Street, Philadelphia, Pa.
Walter Scranton,	160 Broadway, New York, N. Y.
Moses Taylor,	" "
Herbert B. Cox,	Cornwall, Pa.
Archibald Rogers,	Hyde Park, N. Y.
Philip S. Zeiber,	Reading, Pa.
Abram Hess,	Lebanon, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	Allen D. Smith,	Lebanon, Pa.
Vice President,	Archibald Rogers,	Hyde Park, N. Y.
Secretary,	Edward R. Coleman,	Lebanon, Pa.
Treasurer,	Henry W. Siegrist,	"
General Solicitor,	J. P. S. Gobin,	"
General Superintendent,	Allen D. Smith,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Cornwall and Lebanon Railroad Co.,	Conewago, Pa.,	Lebanon, Pa.,	21.66
Branch,	Cornwall, Pa.,	Ore Banks, Pa.,	1.17
Branch,	Lebanon, Pa.,	North Lebanon, Pa.,	0.34
Branch,	Lebanon, Pa.,	East Lebanon, Pa.,	1.72
Total mileage operated,			24.89

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,451,446 42	Capital stock,	$800,000 00
Cost of equipment,	283,316 44	Funded debt,	766,400 00
Cash and current assets,	124,116 27	Current liabilities,	16,039 39
Other Assets:		Profit and loss,	277,637 60
Materials and supplies,	1,197 86		
Grand total,	$1,860,076 99	Grand total,	$1,860,076 99

COUDERSPORT AND PORT ALLEGHENY RAILROAD COMPANY.

Date of organization: May 18, 1882.
Under laws of what government or state organized: Pennsylvania

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
C. S. Carey,	Olean, N. Y.	F. N. Blakeslee,	Olean, N. Y.
A. G. Olmsted,	Coudersport, Pa.	R. L. Nichols,	Coudersport, Pa.
B. D. Hamlin,	Smethport, Pa.	H. T. Olmsted,	"
H. Hamlin,	"	B. A. McClure,	"

OFFICERS.

Title.	Name.	Official Address.
President,	James L. Knox,	Coudersport, Pa.
First Vice President,	C. S. Carey,	Olean, N. Y.
Secretary,	A. B. Mann,	Coudersport, Pa.
Treasurer,	M. S. Thompson,	"
General Superintendent,	B. A. McClure,	"
General Freight Agent,	B. A. McClure,	"
General Passenger Agent,	B. A. McClure,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Coudersport and Port Allegheny Railroad Company.	Port Allegheny, Pa.,	Ulysses, Pa.,	40.00
Branch,	Coudersport, Pa.,	Sweden Valley, Pa.,	5.00
Total mileage operated,			45.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$513,256 46	Capital stock,	$300,000 00
Cost of equipment,	36,900 00	Funded debt,	245,000 00
Cash and current assets,	19,271 39	Profit and loss,	24,427 85
Grand total,	$569,427 85	Grand total,	$569,427 85

CRESSON AND IRVONA RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: June 30, 1894.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
R. D. Barclay, ...	Philadelphia, Pa.	C. M. Bunting, ...	Philadelphia, Pa.
John P. Green, ...	"	C. A. Vernon, ...	Detroit, Mich.
William A. Patton, ...	"	George Wood, ...	Philadelphia, Pa.

OFFICERS.

Title.	Name.	Official Address.
President, ...	Samuel Rea, ...	Philadelphia, Pa.
Secretary, ...	Albert Hewson, ...	"
Treasurer, ...	Taber Ashton, ...	"
Chief Engineer, ...	William H. Brown, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Cressona & Irvona Railroad.	Cresson, Pa., ..	Irvona, Pa., ...	Pennsylvania Railroad Company.	Resolutions of Board.	26.67
Branches, ...	.....	.....	.....	.....	2.87
Total mileage,..	.....	.....	.....	.....	29.54

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$1,000,000 00	Capital stock, ...	$500,000 00
Cash and current assets, ...	22,176 04	Funded debt, ...	500,000 00
Profit and loss, ...	67,863 96	Current liabilities, ...	90,000 00
Grand total, ...	$1,090,000 00	Grand total, ...	$1,090,000 00

CUMBERLAND VALLEY RAILROAD COMPANY.

Date of organization: June 27, 1835.
Under laws of what government or state organized: Pennsylvania.

OFFICERS.

Title.	Name.	Official Address.
President,	James Kerr,	Clearfield, Pa.
First Vice President,	C. D. Simpson,	Scranton, Pa.
Secretary,	A. B. Kerr,	30 Broad St., New York.
Trasurer,	A. E. Patton,	Curwensville, Pa.
Superintendent,	G. C. Shults,	Clearfield, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Clearfield Southern,	Porters, Pa.,	Faunce, Pa.,	7.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$332,896 49	Capital stock,	$168,000 00
Cost of equipment,	3,108 51	Funded debt,	168,000 00
Cash and current assets,	2,474 25	Current liabilities,	5,200 00
Other Assets:		Profit and loss,	2,193 34
Materials and supplies,	5,014 09		
Grand total,	$343,493 34	Grand total,	$343,493 34

CLEVELAND AND PITTSBURG RAILROAD COMPANY.

Operaetd by Pennsylvania.
Date of organization: March, 1836.
Under laws of what government or state organized: Ohio and Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
R. F. Smith,	Cleveland, O.	J. T. Brooks,	Salem, O.
J. V. Painter,	"	J. P. Green,	Philadelphia, Pa.
E. R. Perkins,	"	H. Darlington,	Pittsburg, Pa.
M. A. Hanna,	"	Charles Lanier,	New York city.
H. C. Ranney,	"	Wm. C. Egleston,	"
Frank J. Jones,	Cincinnati, O.	J. S. Kennedy,	"

OFFICERS.

Title.	Name.	Official Address.
President,	R. F. Smith,	Amer. Trust Bdg., Cleveland, O.
First Vice President,	J. V. Painter,	704 Euclid Ave., Cleveland, O.
Secretary and Treasurer,	J. E. Kloss,	Amer. Trust Bdg., Cleveland, O.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Cleveland & Pittsburg R. R. Co.	Cleveland, O., Bayard, O., Rochester, Pa., Salineville, O.,	Yellow Creek, Ohio. North Philadelphia, O. Bellair, O., Coal Mines.	Penna. Company,	Lease,	201.41

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$15,692,927 48	Capital stock,	$11,247,550 04
Cost of equipment,	4,368,229 98	Funded debt,	8,828,000 00
Cash and current assets,	163,471 22	Current liabilities,	150,464 62
Other Assets:		Other liabilities, sundries,	25,007 21
Materials and supplies,	261,210 66	Profit and loss,	343,077 18
Sundries,	108,259 71		
Grand total,	$20,594,099 05	Grand total,	$20,594,099 05

COLEBROOKDALE RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: March 23, 1865.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
George F. Baer,	Philadelphia, Pa.	D. Jones,	Philadelphia, Pa.
Theodore Voorhees,	"	B. H. Ball,	"
C. E. Henderson,	"	W. G. Brown,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Joseph L. Bailey,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	"
Treasurer,	W. A. Church,	"
Comptroller,	D. Jones,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Colebrookdale R. R. Co.	Pottstown, Pa.,	Barto, Pa.,	Phila. & Reading Railway.	Lease,	12.84

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$672 341 93	Capital stock,	$297,215 00
Cash and current assets,	43,324 86	Funded debt,	600,000 00
Profit and loss,	741,767 21	Current liabilities,	557,219 00
		Accrued interest on funded debt not yet payable,	3,000 00
Grand total,	$1,457,434 00	Grand total,	$1,457,434 00

COLUMBIA AND PORT DEPOSIT RAILWAY COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: July 17, 1890.
Under laws of what government or State organized: Maryland and Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Chas. E. Pugh,	Philadelphia, Pa.	Samuel Rea,	Philadelphia, Pa.
Wm. H. Barnes,	"	George Wood,	"
John P. Green,	"	Samuel C. Rowland,	Baltimore, Md.
Wm. A. Patton,	"		

OFFICERS.

Title.	Title.	Official Address.
President,	Chas. E. Pugh,	Philadelphia, Pa.
Secretary,	Jas. R. McClure,	"
Treasurer,	J. S. Vanzant,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Columbia & Port Deposit Ry. Co.	Columbia, Pa.,	Perryville, Md.,	Penna. R. R. Co.,	Resolution of Board of Directors.	43.21

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2,813,275 66	Capital stock,	$1,000,000 00
Cash and current assets,	226,846 53	Funded debt,	1,800,000 00
		Profit and loss,	240,122 19
Grand total,	$3,040,122 19	Grand total,	$3,040,122 19

CONFLUENCE AND OAKLAND RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: April 2, 1890.
Under laws of what government or state organized: Maryland and Pennsylvania.

OFFICERS.

Names.	Official Address.	Names.	Official Address.
C. C. F. Bent,	Philadelphia, Pa.	J. D. McCubbin, Jr.,	Baltimore, Md.
John K. Cowan,	Baltimore, Md.	Edw. D. Toland,	Philadelphia, Pa.
T. Bayard Henry,	Philadelphia, Pa.	C. W. Woolford,	Baltimore, Md.
Henry Krug,	Krug, Md.		

5—8—1901

DIRECTORS.

Title.	Name.	Official Address.
President,	John K. Cowen,	Baltimore, Md.
Secretary,	C. W. Woolford,	"
Treasurer,	J. V. McNeal,	"
Auditor,	Geo. W. Booth,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Confluence & Oakland R. R. Co.	Confluence and Oakland Jct., Pa.	Manor Lands, Md.	Baltimore & Ohio Railroad Co.	Lease,	19.70

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$235,287 06	Capital stock,	$200,000 00
Profit and loss,	87,465 40	Funded debt,	120,000 00
		Current liabilities,	2,752 46
Grand total,	$322,752 46	Grand total,	$322,752 46

CONNECTING RAILWAY COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: April 14, 1863.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Wm. H. Barnes,	Philadelphia, Pa.	Samuel Rea,	Philadelph'a, Pa.
E. B. Morris,	"	N. P. Shortridge,	"
Wm. H. Patton,	"	George Wood,	"

OFFICERS.

Title.	Name.	Official Address.
President,	John P. Green,	Philadelphia, Pa.
Vice President,	Samuel Rea,	"
Secertary,	Albert Hewson,	"
Treasurer,	Taber Ashton,	"
Chief Engineer,	Wm. H. Brown,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Connecting Ry.,	Frankford Jct., Phila., Pa.	Mantua, Phila., Pa.	Pennsylvania R. R. Co.		6.75

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$3,794,884 27	Capital stock,	$1,278,300 00
Construction suspense account,	165,915 80	Funded debt,	991,000 00
Cash and current assets,	450 00	Current liabilities,	1,691,950 07
Grand total,	$3,961,250 07	Grand total,	$3,961,250 07

CORNWALL RAILROAD COMPANY.

Date of organization: May 25, 1850.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
B. H. Buckingham,	Lebanon, Pa.	R. P. Alden,	Lebanon, Pa.
E. C. Freeman,	"	A. M. Patch,	"

OFFICERS.

Title.	Name.	Official Address.
President,	B. H. Buckingham,	Lebanon, Pa.
Vice President,	R. P. Alden,	"
Secretary,	E. C. Freeman,	"
Treasurer,	A. M. Patch,	"
General Solicitor,	H. C. Shirk,	"
General Manager,	E. C. Freeman,	"
Superintendent,	A. M. Patch,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Cornwall Railroad,	Lebanon, Pa.,	Mt. Hope, Pa.,	12.67

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$678,888 02	Capital stock,	$400,000 00
Cost of equipment,	193,598 59	Profit and loss,	585,628 06
Stocks owned,	21,900 00		
Bonds owned,	19,725 00		
Other permanent investments,	1,340 06		
Lands owned,	45,020 04		
Cash and current assets,	22,245 75		
Grand total,	$985,628 06	Grand total,	$985,628 06

CORNWALL AND LEBANON RAILROAD COMPANY.

Date of organization: February 28, 1882.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.
B. Dawson Coleman,	Leabnon, Pa.
Edward R. Coleman,	"
Clement G. Smith,	2039 Walnut Street, Philadelphia, Pa.
Walter Scranton,	100 Broadway, New York, N. Y.
Moses Taylor,	" "
Herbert B. Cox,	Cornwall, Pa.
Archibald Rogers,	Hyde Park, N. Y.
Philip S. Zeiber,	Reading, Pa.
Abram Hess,	Lebanon, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	Allen D. Smith,	Lebanon, Pa.
Vice President,	Archibald Rogers,	Hyde Park, N. Y.
Secretary,	Edward R. Coleman,	Lebanon, Pa.
Treasurer,	Henry W. Siegrist,	"
General Solicitor,	J. P. S. Gobin,	"
General Superintendent,	Allen D. Smith,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Cornwall and Lebanon Railroad Co.,	Conewago, Pa.,	Lebanon, Pa.,	21.66
Branch,	Cornwall, Pa.,	Ore Banks, Pa.,	1.17
Branch,	Lebanon, Pa.,	North Lebanon, Pa.,	0.34
Branch,	Lebanon, Pa.,	East Lebanon, Pa.,	1.72
Total mileage operated,			24.89

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,451,446 42	Capital stock,	$800,000 00
Cost of equipment,	283,316 44	Funded debt,	766,400 00
Cash and current assets,	124,116 27	Current liabilities,	16,039 39
Other Assets:		Profit and loss,	277,637 60
Materials and supplies,	1,197 86		
Grand total,	$1,860,076 99	Grand total,	$1,860,076 99

COUDERSPORT AND PORT ALLEGHENY RAILROAD COMPANY.

Date of organization: May 18, 1882.
Under laws of what government or state organized: Pennsylvania

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
C. S. Carey,	Olean, N. Y.	F. N. Blakeslee,	Olean, N. Y.
A. G. Olmsted,	Coudersport, Pa.	R. L. Nichols,	Coudersport, Pa.
B. D. Hamlin,	Smethport, Pa.	H. T. Olmsted,	"
H. Hamlin,	"	B. A. McClure,	"

OFFICERS.

Title.	Name.	Official Address.
President,	James L. Knox,	Coudersport, Pa.
First Vice President,	C. S. Carey,	Olean, N. Y.
Secretary,	A. B. Mann,	Coudersport, Pa.
Treasurer,	M. S. Thompson,	"
General Superintendent,	B. A. McClure,	"
General Freight Agent,	B. A. McClure,	"
General Passenger Agent,	B. A. McClure,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Coudersport and Port Allegheny Railroad Company.	Port Allegheny, Pa.,	Ulysses, Pa.,	40.00
Branch,	Coudersport, Pa.,	Sweden Valley, Pa.,	5.00
Total mileage operated,			45.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$513,256 46	Capital stock,	$300,000 00
Cost of equipment,	36,900 00	Funded debt,	245,000 00
Cash and current assets,	19,271 39	Profit and loss,	24,427 85
Grand total,	$569,427 85	Grand total,	$569,427 85

CRESSON AND IRVONA RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: June 30, 1894.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
R. D. Barclay,	Philadelphia, Pa.	C. M. Bunting,	Philadelphia, Pa.
John P. Green,	"	C. A. Vernon,	Detroit, Mich.
William A. Patton,	"	George Wood,	Philadelphia, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	Albert Hewson,	"
Treasurer,	Taber Ashton,	"
Chief Engineer,	William H. Brown,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Cressona & Irvona Railroad.	Cresson, Pa.,	Irvona, Pa.,	Pennsylvania Railroad Company.	Resolutions of Board.	26.67
Branches,					2.87
Total mileage,					29.54

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,000,000 00	Capital stock,	$500,000 00
Cash and current assets,	22,136 04	Funded debt,	500,000 00
Profit and loss,	67,863 96	Current liabilities,	90,000 00
Grand total,	$1,090,000 00	Grand total,	$1,090,000 00

CUMBERLAND VALLEY RAILROAD COMPANY.

Date of organization: June 27, 1835.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Thomas B. Kennedy,	Chambersburg, Pa.	Spencer C. Gilbert,	Harrisburg, Pa.
John Stewart,	"	Samuel Rea,	Philadelphia, Pa.
A. J. Cassatt,	Philadelphia, Pa.	George H. Stewart,	Shippensburg, Pa.
John P. Green,	"	Chas. E. Pugh,	Philadelphia, Pa.
Edward B. Watts,	Carlisle, Pa.	N. P. Shortridge,	"
M. C. Kennedy,	Chambersburg, Pa.		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board,	Thomas B. Kennedy, ex-officio,	Chambersburg, Pa.
President,	Thomas B. Kennedy,	"
Vice President,	M. C. Kennedy,	"
Secretary and Treasurer,	W. M. Biddle,	"
Auditor,	W. L. Ritchey,	"
Engineer,	Thos. J. Brereton,	"
Superintendent,	J. F. Boyd,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Cumberland Valley Railroad,	Harrisburg, Pa.,	W. Va. State Line,	82.20
Cumberland Valley and Martinsburg Railroad.	W. Va. State Line,	Winchester, Va.,	33.65
Dillsburg and Mechanicsburg Railroad,	Jct. with C. V. R. R.,	Dillsburg, Pa.,	7.70
Southern Pennsylvania Railroad and Mining Company.	Jct. with C. V. R. R.,	Mercersburg, Pa.,	13.60
Southern Pennsylvania Railroad and Mining Company.	Mercersburg Jct.,	Richmond, Pa.,	7.80
Mont Alto Railroad,	Jct. with C. V. R. R.,	Waynesboro, Pa.,	17.90
Total mileage operated,			162.85

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2,177,614 78	Capital stock,	$1,777,850 00
Stocks owned,	83,253 00	Funded debt,	234,500 00
Bonds owned,	299,200 00	Current liabilities,	232,970 03
Cash and current assets,	352,426 92	Profit and loss,	803,263 99
Other Assets:			
Materials and supplies,	126,089 32		
Insurance fund,	10,000 00		
Grand total,	$3,048,584 02	Grand total,	$3,048,584 02

NEW UNION STATION, PITTSBURG, PA.

Pennsylvania Railroad Company.

HARVARD LIBRARY

CUMBERLAND VALLEY AND WAYNESBORO RAILROAD COMPANY.

Operated by Cumberland Valley Railroad Company.
Date of organization: June 7, 1901.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
M. C. Kennedy, ...	Chambersburg, Pa.	D. M. Good, Jr., ...	Waynesboro, Pa.
Hastings Gehr, ...	"	A. H. Strickler, ...	"
Ezra Frick, ...	Waynesboro, Pa.	Geo. W. Smith, ...	"
S. B. Rinehart, ...	"		

OFFICERS.

	Name.	Official Address.
President, ...	M. C. Kennedy, ...	Chambersburg, Pa.
Secretary, ...	W. L. Ritchie, ...	"
Treasurer, ...	W. W. Biddle, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Cumberland Valley and Waynesboro Railroad.	Jct. C. V. R. R.	Waynesboro, ..	Cumb. Valley R. R. Co.	Agent, ...	17.90

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$125,000 00	Capital stock, ...	$125,000 00
Cash and current assets, ...	1,000 51	Profit and loss, ...	1,000 51
Grand total, ...	$126,000 51	Grand total, ...	$126,000 51

DELAWARE AND HUDSON COMPANY.

Date of organization: April 23, 1823.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Robert M. Olyphant, ..	New York, N. Y.	John Jacob Astor, ...	New York, N. Y.
Wm. H. Tillinghurst,	"	R. Somers Hayes, ...	"
Alfred Van Santvoord,	"	Frederick Cromwell, ..	"
Alexander E. Orr, ...	"	David Willcox, ...	"
Chauncey M. Depew, ..	"	R. S. Grant, ...	"
James W. Alexander,..	"	George I. Wilber, ...	"
Horace G. Young, ...	Albany, N. Y.		

OFFICERS.

Title.	Name.	Official Address.
President, ...	R. M. Olyphant, ...	New York, N. Y.
Vice President, ...	David Willcox, ...	"
Second Vice President, ...	Horace G. Young, ...	Albany, N. Y.
Secretary, ...	F. M. Olyphant, ...	New York, N. Y.
Treasurer, ...	C. A. Walker, ...	"
Attorney or General Counsel, ...	Lewis E. Carr, ...	Albany, N. Y.
Comptroller, ...	C. A. Walker, ...	New York, N. Y.
Auditor, ...	S. T. S. Henry, ...	"
Superintendent, ...	C. D. Hammond, ...	Albany, N. Y.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Lackawanna and Susquehanna R. R., ..	Nineveh, N. Y., ...	Jefferson Junction, ..	22.01
Valley Railroad, ...	Carbondale, Pa., ...	Scranton, Pa., ...	16.77
Branches and Spurs, ...	Collieries, ...	Main Line, ...	1.80
Schenectady and Mechanicsville, ...	East Glenville, ...	Coons, ...	9.93
Honesdale Branch, ...	Lookout Jct., ...	Honesdale, ...	28.13
Albany and Susquehanna, ...	Albany, N. Y., ...	Binghampton, N. Y.,	142.59
Schenectady and Duanesburg, ...	Schenectady, N. Y.,...	Duanesburg, N. Y.,	13.79
Rensselaer and Saratoga, ...	Troy, N. Y., ...	Ballston, N. Y., ...	25.48
West Troy and Green Island, ...	Watervliet, N. Y., ..	Green Island, N. Y.,	1.08
Albany and Vermont	Albany, N. Y., ...	Waterford Jc., N. Y.,	12.18
Saratoga and Schenectady, ...	Schenectady, N. Y....	Saratoga, N. Y., ...	21.65
Glens Falls Railroad, ...	Fort Edward, N. Y.,	Caldwell, N. Y., ...	15.12
Saratoga and Whitehall, ...	Saratoga, N. Y., ...	State Line, N. Y., ...	47.02
Rutland and Whitehall, ...	State Line, N. Y., ...	Castleton, Vt., ...	6.83
Rutland and Washington, ...	Eagle Bridge, N. Y.,	Rutland, Vt., ...	62.44

PROPERTY OPERATED—Continued.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
New York and Canada,	Lake Champlain at Whitehall, N. Y.	Rouses Point, N. Y.,	112.93
Lake George Railroad,	Fort Ticonderoga, N. Y.	Baldwin, N. Y.,	4.91
Whitehall and Plattsburg,	South Junc., N. Y.,	Ansable Forks, N. Y.,	19.05
Plattsburg and Montreal,	Chazy Junc., N. Y.,	Province Line, N. Y.,	12.73
Union Railroad,	Green Ridge, Pa.,	Wilkes-Barre, Pa.,	19.95
	Carbon St., Scranton,	Lackawanna Ave., Scranton.	.51
Plymouth and Wilkes-Barre,	S. Wilkes-Barre, Pa.,	Plymouth, Pa.,	2.03
Cherry Valley, Sharon and Albany,	Cobleskill, N. Y.,	Cherry Valley, N. Y.,	21.04
Ticonderoga Railroad,	Delano Jct., N. Y.,	Ticonderoga, N. Y.,	1.41
Jefferson Railroad,	Jefferson Jct., Pa.,	Carbondale, Pa.,	34.60
Nanticoke Railroad,	Mill Creek, Pa.,	Wilkes-Barre, Pa.,	2.40
Lehigh Valley Railroad,	Wilkes-Barre, Pa.,	S. Wilkes-Barre, Pa.,	1.62
Lackawanna and Bloomsburg,	Plymouth, Pa.,	Bull Run, Pa.,	.78
Total mileage operated,			660.83

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Real estate and other coal lands, including Northern Coal and Iron Co.,	$5,263,789 71	Capital stock,	$34,798,200 00
Unmined coal,	12,036,683 27	Bonds: Loan of 1917, $5,000,000.00; equipment, 4 per cent., $2,500,000.00, debenture,	7,500,000 00
Railroad in Pennsylvania,	4,401,375 86	Interest and dividends payable January 1, 1901,	526,550 00
Northern Coal and Iron Co's Railroad,	2,630,470 30	Dividends, interest and bonds unpaid,	102,332 60
Schenectady and Duanesburg R. R.,	163,671 64	December pay rolls and vouchers payable after January 1, 1901, $4,47,089.62; less bills and accounts receivable, $3,985,821,86,	491,267 76
Lackawanna and Susquehanna R. R. Co.,	1,251,188 35	Surplus,	5,489,409 86
Cherry Valley, Sharon and Albany R. R.,	220,000 00		
New York and Canada R. R.,	3,768,641 60		
Schenectady and Mechanicsville R. R.,	218,399 23		
Railroad equipment,	5,772,523 41		
Mine improvements,	2,888,634 45		
Mine fixtures and equipment,	545,758 88		
Boats, barges and steamboats,	308,917 24		
Coal yards and fixtures,	444,811 63		
Construction, leased lines,	1,715,201 66		
Telegraph lines,	10,720 34		
Supplies on hand,	1,678,400 03		
Shop machinery, tools, etc.,	426,602 88		
Coal on hand,	883,047 49		
Miscellaneous Assets, viz:			
Stocks as follows:			
Albany and Susquehanna R. R., 4,500 shares,	450,000 00		
Rennsalear and Saratoga R. R., 8,000 shares,	800,000 00		
Sundry stocks,	85,789 13		
Bonds,	92,220 00		
Advanced royalties on coal,	783,785 81		
Cash on hand,	2,514,177 31		
Grand total,	$48,902,760 22	Grand total,	$48,902,760 22

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY.

Date of organization: March 11, 1853.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Eugene Higgins, ...	New York, N. Y.	Frank Work, ...	New York, N. Y.
William W. Astor, ...	"	H. Mc.K. Twombly,	"
William Rockefeller, ..	"	Harris C. Fahnestock,	"
Henry A. C. Taylor, ..	"	Fred'k W. Vanderbilt,	"
J. Rogers Maxwell, ...	"	M. Taylor Pyne, ...	"
George F. Baker, ...	"	J. D. Rockefeller, Jr.,	"
James Stillman, ...	"	Samuel Sloan, ...	"

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board, ...	Samuel Sloan, ...	26 Exchange Place, N. Y.
President, ...	William H. Truesdale, ...	" "
Secretary and Treasurer, ...	Fred. F. Chambers, ...	" "
Assistant Treasurer, ...	Arthur D. Chambers, ...	" "
Attorney, ...	W. W. Ross, ...	" "
Auditor, ...	O. C. Post, ...	" "
Chief Engineer, ...	W. K. McFarlin, ...	Hoboken, N. J.,
General Superintendent, ...	T. E. Clarke, ...	Scranton, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Northern Division, ...	Scranton, Pa., ...	New York State Line,	50.51
Southern Division, ...	Scranton, Pa., ...	New Jersey State Line.	63.82
Western Division, ...	Scranton, Pa., ...	Northumberland, ...	79.66
Proprietary Company.			
Hopatcong Railroad, ...	Jct. with Morris and Essex.	American Forcite Mf. Co. Works.	.89
Lines Operated Under Lease.			
Morris and Essex, ...	Hudson River, ...	Delaware River, ...	119.70
Morris and Essex Extension, ...	Patterson Junction, ..	Paterson, N. J., ...	1.92
Newark and Bloomfield, ...	Roseville Junction, ..	Montclair, N. J., ...	4.24
Passaic and Delaware, ...	Summit Junction, ...	Bernardsville, N. J.,	14.11

PROPERTY OPERATED—Continued.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Passaic and Delaware Extension,	Bernardsville Jct.,	Gladstone, N. J.,	7.41
Chester,	Chester Jct.,	Chester, N. J.,	10.04
Warren,	New Hampton Jct.,	Delaware River,	18.82
Valley,	Penna. State Line,	Binghampton, N. Y.,	11.11
Cayuga and Susquehanna,	Susquehanna River,	Ithaca, N. Y.,	34.41
New York, Lackawanna and Western,	Binghampton, N. Y.,	Buffalo, N. Y.,	214.43
Greene,	Chenango Forks,	Greene, N. Y.,	8.10
Utica, Chenango and Susquehanna Valley.	Greene,	Utica and Richfield Springs.	97.41
Oswego and Syracuse,	Syracuse, N. Y.,	Oswego, N. Y.,	34.98
Lines Operated Under "Trackage Rights." State of Pennsylvania.			
Delaware and Hudson Canal Company,	Manville Breaker, Scranton.	Jct. D., L. & W.,	1.89
New York, Susquehanna and Western,	Mines,	Jct. D., L. & W.,	4.41
New York, Susquehanna and Western,	Mines,	Jct. D., L. & W.,	0.25
New York, Ontario & Western R. R. Co.,	Mines,	Jct. D., L. & W.,	7.98
Syracuse, Binghampton and New York,	Binghampton, N. Y.,	Chenango Forks,	11.27
New York, Ontario and Western,	In city of Utica, N.Y.		.20
State of New Jersey.			
Central Railroad of New Jersey, Easton Bridge.	Phillipsburg, N. J.,	Easton, Pa.,	.58
Total mileage operated,			798.14

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$17,325,317 62	Capital stock,	$26,200,000 00
Cost of equipment,	8,114,201 37	Funded debt,	3,067,000 00
Stocks owned,	4,171,525 25	Current liabilities,	5,739,896 95
Bonds owned,	2,598,950 79	Accrued interest on funded debt not yet payable,	71,563 33
Other permanent investments,	8,298 320 74	Real estate mortgages	62,073 50
Cash and current assets,	9,022,401 46	Profit and loss,	16,040,470 75
Other Assets:			
Materials and supplies,	1,505,580 19		
Sundries,	144,707 51		
Grand total,	$51,181,004 93	Grand total,	$51,181,004 93

DELAWARE RIVER RAILROAD AND BRIDGE COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: March 17, 1896.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Samuel Rea,	Bryn Mawr, Pa.	A. O. Dayton,	Camden, N. J.
John P. Green,	Philadelphia, Pa.	William Bettle,	Oaklyn, N. J.
George Wood,	"	William H. Barnes,	Philadelphia, Pa.
William J. Sewell,	Camden, N. J.		

OFFICERS.

Title.	Name.	Official Address.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	John M. Harding,	"
Treasurer,	Taber Ashton,	"
Chief Engineer,	William H. Brown,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Delaware River and Railroad Bridge.	Frankford Jct., Pa.	Pensauken Jct., N. J.	Pennsylvania Railroad Company.	Resolutions of Board.	4.82
Branches,					5.45
Total mileage,					10.27

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2,600,000 00	Capital stock,	$1,300,000 00
Cash and current assets,	157,139 89	Funded debt,	1,300,000 00
		Current liabilities,	22,546 67
		Profit and loss,	134,593 22
Grand total,	$2,757,139 89	Grand total,	$2,757,139 89

DELAWARE, SUSQUEHANNA AND SCHUYLKILL RAILROAD COMPANY.

Date of organization: Incorporated April 14, 1890. Articles filed April 17, 1890.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.
Alexander B. Coxe,	Drifton, Pa.
Henry B. Coxe,	No. 3 West Thirtieth Street, New York City.
Eckley B. Coxe, Jr.,	Drifton, Pa.
Irving A. Stearns,	143 Liberty Street, New York, N. Y.
Henry B. Coxe, Jr.,	Girard Trust Buildings, Philadelphia, Pa.
S. P. Wolverton,	Sunbury, Pa.
Alexander Brown Coxe,	Paoli, Chester county, Pa.

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board and President,	Irving A. Stearns,	143 Liberty St., New York, N. Y.
Secretary,	Arthur McClellan,	Drifton, Pa.
Treasurer,	J. Brinton White,	143 Liberty St., New York, N. Y.
Chief Engineer,	Edgar Kudlich,	Drifton, Pa.
Superintendent,	L. C. Smith,	" "

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Delaware, Susquehanna and Schuylkill Railroad.	Drifton,	Derringer,	28.66
Narrow Gauge,	Derringer,	Gowan,	1.97
Eckley Branch,	Eckley Junction,	Eckley No. 10 Breaker.	.57
Stockton Branch,	Stockton Junction,	Stockton Breaker,	.15
Beaver Meadow Branch,	Beaver Meadow "Y,"	Beaver Meadow Breaker.	1.71
Oneida Branch,	Oneida Junction,	Sheppton,	9.73
Oneida Branch, Narrow Gauge,	Oneida Breaker,	Owega No. 6 Mines,	2.31
Lumber Yard Connection, North,	Stockton Junction,	Lumber Yard connection.	.82
Lumber Yard Connection, South,	Stockton Bridge,	Lumber Yard connection.	.62
Harwood Branch,	Harwood Junction,	Harwood Breaker & Works.	.55
Tomhicken Branch,	Tomhicken Junction,	Tomhicken Breakers.	.57
Part of Tamaqua, Hazleton and Northern Railroad.	D. S. & S. connection at Roan.	An arbitrary point,	.41
Lehigh Valley Railroad,	Long Run Junction,	Hollywood & Lattimer Breakers.	8.70
Lehigh Valley Railroad,	Lumber Yard connection.	Perthamboy, N. J.,	124.18
Total mileage operated,			180.95

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,187,076 43	Capital stock,	$1,500,000 00
Cost of equipment,	945,280 43	Funded debt,	550,000 00
General depreciation,	50,000 00	Current liabilities,	79,4[illegible]8 78
Cash and current assets,	505,775 37	Accrued interest on funded debt not yet payable,	8,250 00
Other Assets: Materials and supplies,	14,376 34	Profit and loss,	464,769 79
Grand total,	$2,602,508 57	Grand total,	$2,602,508 57

DILLSBURG AND MECHANICSBURG RAILROAD COMPANY.

Operated by Cumberland Valley Railroad Company.
Date of organization: November 1, 1871.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
M. C. Kennedy	Chambersburg, Pa.	John N. Logan, ...	Dillsburg, Pa.
Wm. Penn Lloyd, ...	Mechanicsburg, Pa.	Edw. Bailey, ...	Harrisburg, Pa.
Edw. B. Watts, ...	Carlisle, Pa.	John J. Milleisen, ...	Mechanicsburg, Pa.
John Hoffer, ...	Harrisburg, Pa.		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board, ...	M. C. Kennedy, ex-officio, ...	Chambersburg, Pa.
President, ...	M. C. Kennedy, ...	"
Secretary and Treasurer, ...	W. M. Biddle, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Dillsburg and Mechanicsburg Railroad.	Junc. with C. V. R.	Dillsburg, Pa.,	Cumberland Valley R. R. Co.	.....	7.70

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$215,793 53	Capital stock, ...	$89,800 00
Cash and current assets, ...	33 33	Funded debt, ...	100,000 00
Profit and loss, ...	18,145 61	Current liabilities, ...	44,172 47
Grand total, ...	$233,972 47	Grand total, ...	$233,972 47

DOWNINGTOWN AND LANCASTER RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: July 30, 1888.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Samuel Rea,	Philadelphia, Pa.	George Wood,	Philadelphia, Pa.
John P. Green,	"	T. M. Storb,	New Holland, Pa.
Wm. A. Patton,	"	Jos. M. Crawford,	Philadelphia, Pa.
N. P. Shortridge,	Wynnewood, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	F. W. Schwarz,	"
Treasurer,	J. S. Vanzant,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Downingtown and Lancaster R. R. Co.	Downingtown, Pa.	Conestoga Jct., Lancaster, Pa.	Pennsylvania R. R. Co.	Resolutions Board of Directors.	27.58

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$702,850 00	Capital stock,	$405,650 00
Cash and current assets,	6,445 39	Funded debt,	300,000 00
Profit and loss,	26,354 61	Current liabilities,	30,000 00
Grand total,	$735,650 00	Grand total,	$735,650 00

6—8—1901

DUNKIRK, ALLEGHENY VALLEY AND PITTSBURG RAILROAD COMPANY.

Operated by New York Central and Hudson River Railroad Company.
Date of organization: December 11, 1872.
Under laws of what government or state organized: New York and Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Wm. K. Vanderbilt, ..	New York, N. Y.	Samuel F. Barger, ...	Newport, R. I.
Fred'k W. Vanderbilt,	"	H. McK. Twombly, ..	New York, N. Y.
Samuel R. Callaway, ..	"	Edw. V. W. Rossit.r,	Flushing, N. Y.
Chauncey M. Depew, ..	"	Sam'l E. Williamson,	New York, N. Y.
Charles C. Clarke, ...	Osseemig, N. Y.	Dwight W. Pardee, ..	Sea Cliff, N. Y.
Edward D. Worcester,	New York, N. Y.	Marlin E. Olmsted, ..	Harrisburg, Pa.

OFFICERS.

Title.	Name.	Official Address.
President, ...	S. R. Callaway, ...	Grand Central Station, N. Y.
Vice President, ...	E. V. W. Rossiter, ...	" "
Secretary, ...	Dwight W. Pardee, ...	" "
Treasurer, ...	George S. Prince, ...	" "
Comptroller, ...	John Carstensen, ...	" "
Assistant Comptroller, ...	Marshal L. Bacon, ...	" "
Auditor of Disbursements, ...	Richard A. White, ...	" "
Auditor of Freight Accounts, ...	Wm. T. McCulloch, ...	" "
Auditor of Passenger Accounts, ...	John F. Fairlamb, ...	" "
Chief Engineer, ...	William J. Wilgus, ...	" "
General Superintendent, ...	Edgar Van Etten, ...	" "

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Dunkirk, Allegheny Valley and Pittsburg Railroad.	Dunkirk, N. Y.,	Titusville, Pa.,	N. Y. C. & H. R. R. Co., Lessee.	Lease, ...	90.60

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment, ...	$4,260,280 77	Capital stock, ...	$1,300,000 00
		Funded debt, ...	2,900,000 00
		Current liabilities, ...	60,280 77
Grand total, ...	$4,260,280 77	Grand total, ...	$4,260,280 77

EAGLES' MERE RAILROAD COMPANY.

Operated by Williamsport and North Branch Railroad Company.
Date of organization: September 11, 1891.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
J. R. T. Ryan, ...	Williamsport, Pa.	A. G. Smith, ...	Philadelphia, Pa.
C. LaRue Munson, ...	"	E. L. Schaeffer, ...	"
William Emery, ...	"	L. H. Woddrop, ...	"
H. N. Davis, ...	Philadelphia, Pa.	C. W. Woddrop, ...	"
W. L. Welch, ...	"	B. Harvey Welch, ...	"
David Peoples, ...	"		

OFFICERS.

Title.	Name.	Official Address.
President, ...	C. W. Woddrop, ...	Hughesville, Pa.
First Vice President, ...	J. H. DeVictor, ...	Philadelphia, Pa
Second Vice President, ...	J. R. T. Ryan, ...	Williamsport, Pa.
Secretary, Treasurer and General Manager, ...	B. Harvey Welch, ...	Hughesville, Pa
Attorney or General Counsel, ...	S. P. Wolverton, ...	Sunbury, Pa.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Eagles' Mere Railroad.	Sonestown, ...	Eagles' Mere, ..	Williamsport and North Branch R. R. Co.	Lease, ...	8.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$119,531 58	Capital stock,	$50,000 00
Cost of equipment,	13,062 53	Funded debt,	83,500 00
Stocks owned,	24,000 00	Time liabilities,	23,094 11
Grand total,	$156,594 11	Grand total,	$156,594 11

EAST BROAD TOP RAILROAD AND COAL COMPANY.

Date of organization: July 3, 1871.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Wm. A. Ingham,	Philadelphia, Pa.	H. M. Howe, M. D.,	Philadelphia, Pa.
Edward Roberts, Jr.,	"	Wm. Longstreth,	"
Edward R. Wood,	"	J. M. Driesbach,	Mauch Chunk, Pa.
Geo. Theo. Roberts,	"	Walter Wood,	Philadelphia, Pa.
John Markle,	Jeddo, Pa.		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board,	Wm. A. Ingham,	Philadelphia, Pa.
President,	Walter Wood,	"
First Vice President,	Edward Roberts,	"
Secretary and Treasurer,	J. E. Haverstick,	"
Auditor,	Edward Roberts, 3d,	"
Superintendent,	A. W. Greenwood,	Rockhill Furnace, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
East Broad Top Railroad,	Mt. Union, Pa.,	Woodvale, Pa.,	31.10
Shade Gap Railroad,	Rockhill, Pa.,	Nancy, Pa.,	11.16
Booher Branch,	Jordon Jct., Pa.,	Booher Mine, Pa.,	2.36
Total mileage operated,			44.62

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$943,993 50	Capital stock,	$815,589 43
Cost of equipment,	188,563 05	uFnded debt,	542,400 00
Stocks owned,	90,584 76	Current liabilities,	341,023 39
Bonds owned,	1,000 00		
Cash and current assets,	214,083 88		
Other Assets:			
Materials and supplies,	2,766 85		
Profit and loss,	258,020 78		
Grand total,	$1,699,012 82	Grand total,	$1,699,012 82

EAST MAHANOY RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: March 9, 1856.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Adderss.	Names.	Official Adderss.
John Lowber Welsh,	Philadelphia, Pa.	James M. Landis,	Philadelphia, Pa.
Theodore Voorhees,	"	B. H. Ball,	"
D. Jones,	"	C. E. Henderson,	"

OFFICERS.

Title.	Name.	Official Address.
President.	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	"
Treasurer,	W. A. Church,	"
Comptroller,	D. Jones,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
East Mahanoy R. R. Co.	East Mahanoy Jct.	Waste House Run.	Phila. & Reading Ry. Co.	Lease,	10.95

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cast of road,	$497,792 68	Capital stock,	$497,750 00
Cash and current assets,	8,087 70	Current liabilities,	3,548 20
		Profit and loss,	4,582 18
Grand total,	$505,880 38	Grand total,	$505,880 38

EAST PENNSYLVANIA RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: April 27, 1857.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
George F. Baer,	Philadelphia, Pa.	James M. Landis,	Philadelphia, Pa.
Thomas Hart, Jr.,	"	J. H. Sternberg,	"
Theodore Voorhees,	"	Geo. D. Stitzel,	"
C. E. Henderson,	"	Beauveau Borie,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	"
Treasurer,	W. A. Church,	"
Comptroller,	D. Jones,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
East Pennsylvania Railroad.	Reading, Pa.,	Allentown, Pa.,	Phila. & Reading Ry. Co.	Lease,	35.38

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,905,586 01	Capital stock,	$1,720,450 00
Other Assets:		Funded debt,	495,000 00
Sundries,	481,540 83	Current liabilities,	9,844 65
		Profit and loss,	151,832 18
Grand total,	$2,387,126 83	Grand total,	$2,387,126 83

EASTON AND NORTHERN RAILROD COMPANY.

Operated by Bangor and Portland Railroad Company.
Date of organization: March 28, 1889.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	
Charles Hartshorne,	Philadelphia, Pa.	John R. Fanshawe,	Philadelphia, Pa.
Henry S. Drinker,	New York, N. Y.	David G. Baird,	"
Frank Reeder,	Easton, Pa.	Isaac McQuilkin,	"
E. T. Stotesberry,	Philadelphia, Pa.	E. A. Albright,	New York, N. Y.
Wm. C. Alderson,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	Alfred Walker,	Philadelphia, Pa.
Secretary and Treasurer,	David G. Baird,	"
Comptroller,	Isaac McQuilkin,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Miles of line.
	From—	To—		
Easton and Northern,	Easton,	Belfast,	Bangor and Portland Railroad.	11.03
	13th St. Junc.,	Bushkill Sta., Easton.		1.75
Total mileage,				12.78

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$865,723 70	Capital stock,	$300,000 00
		Funded debt,	51,000 00
		Current liabilities,	514,723 70
Grand total,	$865,723 70	Grand total,	$865,723 70

EBENSBURG AND BLACK LICK RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: April 4, 1868.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
R. D. Barclay,	Philadelphia, Pa.	William A. Patton,	Philadelphia, Pa.
John P. Green,	"	N. Parker Shortridge,	"
Enoch Lewis,	"	George Wood,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	Albert Hewson,	"
Treasurer,	Taber Ashton,	"
Chief Engineer,	William H. Brown,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Ebensburg and Black Lick Railroad.	Ebensburg, Pa.,	Dilltown,	Pennsylvania Railroad Company.	Resolutions of Board.	18.93
Branch,					1.95
Total mileage,					20.88

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$510,000 00	Capital stock,	$350,000 00
Construction, suspense account,	32,947 70	Funded debt,	160,000 00
Cash and current assets,	14,095 59	Current liabilities,	32,947 70
		Accrued interest on funded debt not yet payable,	666 67
		Profit and loss,	13,428 92
Grand total,	$557,043 29	Grand total,	$557,043 29

EDDYSTONE AND DELAWARE RIVER RAILROAD COMPANY.

Date of organization: June 12, 1899.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.
Lincoln Godfrey,	128 Chestnut Street, Philadelphia, Pa.
John W. Fraley,	New York, N. Y.
W. P. Simpson,	128 Chestnut Street, Philadelphia, Pa.
Henry S. Godfrey,	" "
A. C. Pancoast,	" "

OFFICERS.

Title.	Name.	Official Address.
President,	Lincoln Godfrey,	128 Chestnut St., Philadelphia.
First Vice President,	W. P. Simpson,	" "
Secretary,	Henry S. Godfrey,	" "
Treasurer,	W. P. Simpson,	" "
General Manager,	W. P. Anthony,	" "

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Eddystone and Delaware River Railroad Co.	Warehouse of Eddystone H. O. G. Co.	Main Line of P., W. & Balt. R. R.	1.50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$25,927 40	Capital stock,	$32,500 00
Cost of equipment,	5,189 00	Current liabilities,	25 00
Other permanent investments,	501 19	Profit and loss,	3,501 75
Cash and current assets,	4,409 16		
Grand total,	$36,026 75	Grand total,	$36,026 75

ELK AND HIGHLANDS RAILROAD COMPANY.

Date of organization: April 4, 1898.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
D. H. Miller,	Kane, Pa.	C. H. Kemp,	Kane, Pa.
J. B. Wright,	"	I. H. Mott,	"
J. W. Miller,	"	B. E. Miller,	Nansen, Pa.
A. P. Huey,	"	T. R. Hoskins,	Kane, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	D. H. Miller,	Kane, Pa.
Secretary,	J. W. Miller,	"
Treasurer,	J. B. Wright,	"
Attorney or General Counsel,	A. P. Huey,	"
Auditor,	J. W. Miller,	"
General Manager,	B. E. Miller,	Nansen, Pa.
Chief Engineer,	J. M. Dill,	Kane, Pa.
General Superintendent,	B. E. Miller,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Elk and Highland Railroad Branches,	Coon Run, Pa.,	Middleton, Pa.,	10.81
Kane and Elk Branch,	Switchback,	Kane & Elk Jct., Pa.,	.50
Branch to P. & W. R. R.,	Millers,	P. & W. R. R., Nansen, Pa.	.69
Mapel Run Branch,	Mapel Run,	Mapel Run Camp.,	.50
Pigeon Run Branch,	Mapel Run,	Rogers Mill,	2.83
Total mileage operated,			15.32

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$47,441 80	Capital stock,	$51,000 00
Cost of equipment,	18,366 72	Funded debt,	7,000 00
Cash and current assets,	26,501 86	Current liabilities,	17,327 28
		Accrued interest on funded debt not yet payable,	70 00
		Profit and loss,	16,913 10
Grand total,	$92,310 38	Grand total,	$92,310 38

ELLWOOD CONNECTING RAILROAD COMPANY.

Operated by Pittsburg and Lake Erie Railroad Company.
Date of organization: April 11, 1892.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
J. M. Schoonmaker,	Pittsburg, Pa.	H J. McElhaney,	Pittsburg, Pa.
Jno. G. Robinson,	"	H. W. Hartman,	Elwood City, Pa..
James M. Bailey,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	J. M. Schoonmaker,	Pittsburg, Pa.
Secretary and Treasurer,	Jno. G. Robinson,	"
Auditor,	C. H. Bronson,	"
Chief Engineer,	J. A. Atwood,	"

PROPEDTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Ellwood Connecting Railroad Co.,	West Ellwood Jct.	Beaver and Ellwood Railroad.	Pittsburg and Lake Erie Railroad Company.		.68

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$63,443 48	Capital stock,	$50,000 00
Cash and current assets,	13,542 33	Profit and loss,	26,985 81
Grand total,	$76,985 81	Grand total,	$76,985 81

ELLWOOD SHORT LINE RAILROAD COMPANY.

Operated by The Pittsburg and Western Railway Company.
Date of organization: April 25, 1890.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
W. H. Duffell,	Allegheny, Pa.	H. W. Oliver,	Allegheny, Pa.
J. L. Kirk,	"	R. Finney,	"

OFFICERS.

Title.	Name.	Official Address.
President,	John K. Cowen,	Baltimore, Md.
Secretary,	C. W. Woolford,	"
Treasurer,	W. H. Duffell,	Allegheny, Pa.
Auditor,	J. L. Kirk,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Ellwood Short Line R. R. Co.	North Sewickley, Pa.	Rock Point, Pa.	Pittsburg and Western Ry., L. F. Loree, Receiver.	Ownership,	3.10

ELMIRA AND WILIAMSPORT RAILROAD COMPANY.

Operated by The Northern Central Railway Company.
Date of organization: April 17, 1860.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Wm. Read Fisher, ...	Philadelphia, Pa.	Murray Gorgas, ...	Philadelphia, Pa.
Lewis P. Geiger, ...	"	George M. Diven, ...	Elmira, N. Y.
Wm. D. Neilson, ...	"	Thomas McKean, ...	Philadelphia, Pa.

OFFICERS.

Title.	Name.	Official Address.
President, ...	Thomas Neilson, ...	Philadelphia, Pa.
Secretary and Treasurer, ...	Lewis P. Geiger, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Elmira and Williamsport.	Williamsport, Pa.	Elmira, N. Y.,	The Northern Central Railway Co.	Lease, 999 years from May 1, 1863.	75.50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$2,181,000 00	Capital stock, ...	$1,000,000 00
Cost of euipment, ...	352,000 00	Funded debt, ...	1,533,000 00
Stocks owned, ...	3,100 00	Current liabilities, ...	28,890 00
Bonds owned, ...	500 00	Accrued interest on funded debt yet payable, ...	7,125 00
Cash and current assets, ...	36,989 48	Profit and loss, ...	4,574 48
Grand total, ...	$2,573,589 48	Grand total, ...	$2,573,589 48

EMPORIUM AND RICH VALLEY RAILROAD COMPANY.

Date of organization: February 16, 1891.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Henry Auchu,	Emporium, Pa.	B. W. Green,	Emporium, Pa.
Joseph Kaye,	"	G. A. Walker,	"
Josiah Howard,	"	J. D. Logan,	"
Mrs. Josiah Howard,	"		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board and President,	Henry Auchu,	Emporium, Pa.
First Vice President,	G. A. Walker,	"
Secretary,	J. W. Kaye,	"
Treasurer,	A. D. Macdonell,	"
General Solicitor, Attorney or General Counsel,	B. W. Green,	"
Comptroller and Auditor,	Josiah Howard,	"
General Manager and General Superintendent,	Joseph Kaye,	"
Chief Engineer,	Jos. Lingle,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Emporium and Rich Valley Railroad,	Emporium, Pa.,	Elk Forks, Pa.,	8.00
Emporium and Rich Valley Railroad,	Emporium, Pa.,	Elk Forks, Pa.,	5.50
Total mileage operated,			13.50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$102,762 66	Captial stock,	$85,000 00
Cost of equipment,	24,546 05	Current liabilities,	5,389 30
Cash and current assets,	1,569 65	Profit and loss,	38,489 06
Grand total,	$128,878 36	Grand total,	$128,878 36

ENGLESIDE RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: September 22, 1892.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Robert S. Beatty,	Philadelphia, Pa.	John M. Harding,	Philadelphia, Pa.
C. M. Bergner,	"	Wm. H. Barnes,	"
William A. Patton,	"	Jno. P. Green,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary and Treasurer,	E. H. Pyle,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Engleside Railroad Company.	A connection with the Connecting Railway near 32d st. and Jefferson st. and southward along 32d st.	A point on 32d st., about 160 feet north of the north side of Thompson street.	Pennsylvania Railroad Company.	Contract not yet entered into.	0.17

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$27,311 25	Capital stock,	$30,000 00
Cash and current assets,	2,531 33		
Profit and loss,	267 42		
Grand total,	$30,000 00	Grand total,	$30,000 00

ERIE RAILROAD COMPANY.

Date of organization: November 14, 1895.
Under laws of what government or state organized: New York.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Chas. Steele,	New York, N. Y.	Samuel Spencer,	New York, N. Y.
F. D. Underwood,	"	Francis Lynde Stetson,	"
J. J. Goodwin,	"	E. B. Thomas,	"
Abram S. Hewitt,	"	J. Lowber Welsh,	Philadelphia, Pa.
J. G. McCullough,	No. Bennington, Vt.	Harman P. Ream,	New York, N. Y.
Darius O. Mills,	New York, N. Y.	J. J Hill,	"
Alexander E. Orr,	"	One vacancy.	
Robert Bacon,	"		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board,	E. B. Thomas,	New York, N. Y.
President,	F. D. Underwood,	"
First Vice President,	G. M. Cummings,	"
Second Vice President,	J. A. Middleton,	"
Assistant to the President,	Daniel Willard,	"
Secretary,	J. A. Middleton,	"
Treasurer,	J. W. Platten,	"
Assistant Treasurer,	W. B. Blancke,	"
General Solicitor,	George F. Brownell,	"
Auditor	J. T. Wann,	"
General Manager,	C. R. Fitch,	"
Chief Engineer,	C. W. Buckholt,	"
General Superintendent,	G. Van Keuren,	Jersey City, N. J.

Total

$30,000

$30,000

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Erie Railroad Company,	Piermont, N. Y.,	Dunkirk, N. Y.,	446.63
Erie and Wyoming Valley,	Hawley, Pa.,	Port Blanchard, Pa.,	58.88
Nypano Railroad,	Salamanca, N. Y.,	Dayton, O.,	388.04
Newburg and New York,	Arden Junc., N. Y.,	Vails Gate Jc., N. Y.	12.64
Newburg Branch,	Greycourt, N. Y.,	Newburgh, N. Y.,	18.73
Buffalo Branch,	Hornellsville, N. Y.,	Attica, N. Y.,	60.92
Buffalo, New York and Erie Railroad,	Painted Post, N. Y.,	Buffalo, N. Y.,	140.25
Suspension Bridge and Erie Junction,	East Buffalo, N. Y.,	Suspension Bridge, N. Y.	24.01
Buffalo and Southwestern,	Buffalo, N. Y.,	Jamestown, N. Y.,	66.36
Edgerton Branch,	Mayfield, Pa.,	Edgerton, Pa.,	2.50
Branch Road,	Bergen Tunnel, N. J.,	N. Y. Junction Railroad tracks,	.43
Branch Road,	International Junc.,	International Bridge,	4.50
Franklin Branch,	Buchanan Junction,	Oil City, Pa.,	33.78
Long Dock Company's Railroad,	Bergen Tunnel, N. J.,	Water Front, Jersey City.	2.56
Newark and Hudson Railroad,	Bergen Junc., N. J.,	Newark, N. J.,	5.62
Paterson, Newark and New York,	Newark, N. J.,	Paterson, N. J.,	11.33
Bergen County Railroad,	Rutherford Jc., N. J.	Ridgwood, N. J.,	9.82
Jefferson Railroad,	Lanesboro, Pa.,	Carbondale, Pa.,	36.51
Jefferson Railroad,	W. Hawley, Pa.,	Honesdale, Pa.,	8.18
Buffalo, Bradford and Pittsburg,	Carrollton, N. Y.,	Gilesville, Pa.,	26.17
West Branch Railroad,	Bradford, Pa.,	Nusbanni, Pa.,	5.24
New York, Lake Erie and Western Coal Railroad Company.	Crawford Junc., Pa.,	Johnsonburg, Pa.,	29.92
Alton Loop,	Alton, Pa.,	Riderville Junc., Pa.	1.13
Toby Branch,	Brockwayville, Pa.,	Dagus Mines, Pa.,	12.00
Mead Run Branch,	Brockport, Pa.,	Shawmut, Pa.,	2.10
Dagus Railroad,	Daguscahonda, Pa.,	Dagus Mines, Pa.,	5.50
West Clarion Railroad,	Brockwayville, Pa.,	West Clarion Mine,	1.99
Arlington Railroad,	Newark Junc., N. J.,	N. Y. & G. L. Junction, N. J.	1.16
Bergen and Dundee Railroad,	Garfield, Pa.,	Passaic, N. J.,	2.45
Elmira State Line Railroad,	State Line, N. Y.,	Penna. State Line,	6.51
Tioga Railroad,	N. Y. and Penna. State Line.	Arnot Junction, Pa.,	42.76
Arnot and Pine Creek Railroad,	Tioga Junction, Pa.,	Hoytville, Pa.,	11.83
Morris Run Branch,	Morris Run, Pa.,	Blossburg, Pa.,	3.56
Conessus Lake Railroad,	Consessus Lake Jc., Pa.	Lakeville, N. Y.,	1.61
Erie and Black Rock,	Black Rock Junction, N. Y.	Black Rock, N. Y.,	1.14
Moosic Mountain and Carbondale,	Winton, Pa.,	Marshwood, Pa.,	4.21
Youngstown and Austintown Railroad,	Youngstown, O.,	Leadville Coal Mines,	3.20
Youngstown and Austintown Railroad,	Manning Junction,	Coal Mines,	5.29
Paterson and Hudson River,	Bergen Tunnel, N. J.,	Paterson, N. J.,	13.07
Paterson and Ramapo,	Paterson, N. J.,	New York State Line	14.76
Union Railroad,	State Line, N. Y.,	Suffern, N. Y.,	.85
New York and Greenwood Lake Railway.	N. Y. & G. L. Junc.,	Sterling Forest, N. Y.	39.26
Ringwood Branch,	Ringwood Junction,	Ringwood, N. J.,	2.73
Caldwell Railroad,	Caldwell Junction,	Caldwell, N. J.,	4.50
Watchung Railway,	Forest Hill, N. J.,	Main street, Orange, N. J.	4.16
Roseland Railway,	Caldwell, N. J.,	Essex Falls, N. J.,	.95
Montgomery and Erie Railroad,	Goshen, N. Y.,	Montgomery, N. Y.,	10.43
Goshen and Deckertown,	Goshen, N. Y.,	Pine Island, N. Y.,	11.64
Middletown and Crawford,	Crawford Junction,	Pine Bush, N. Y.,	10.22
Penn's Coal Company Railroad (Hawley Branch).	Lackawaxen, Pa.,	West Hawley, Pa.,	15.61
Rochester and Genessee Valley,	Avon, N. Y.,	Rochester, N. Y.,	18.40
Avon, Genessee and Mount Morris,	Avon, N. Y.,	Mount Morris, N. Y.,	17.70
Cleveland and Mahoning,	Cleveland, O.,	Penna. State Line,	80.81
Cleveland and Mahoning Valley,	Girard, O.,	Crab Tree, Youngstown.	6.09
Cleveland and Mahoning Valley,	Niles, O.,	New Lisbon, O.,	36.23
Westerman Railroad,	Penna. State Line,	Sharon, Pa.,	2.09
Sharon Railroad,	Sharon, Pa.,	Pymatuning, Pa.,	14.79
Sharon,	Boyce, Pa.,	Sharpsville, Pa.,	1.55
Northern Railroad of New Jersey,	Bergen Jc., N. J.,	Nyack, N. J.,	26.05
New Jersey Junction Railroad,	N. J. Junction Railroad tracks, J. C.	Weehawken, D. & H.	3.02
Sharon Railway,	West Middlesex, Pa.,	New Castle, Pa.,	16.73
Northern Central Railroad,	Southport Jc., N. Y.,	State Line Junction, N. Y.	2.31
Philadelphia and Erie Railroad,	Johnsonburg, Pa.,	Brockwayville, Pa.,	27.76
Philadelphia and Erie Railroad,	Ridgway, Pa.,	Daguscahonda, Pa.,	5.00
Total mileage operated,			1,886.17

7—8—1901

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$323,718,350 80	Capital stock,	$176,271,300 00
Cost of equipment,	11,325,478 02	Funded debt,	169,862,814 86
Stocks owned,	13,609,928 56	Current liabilities,	5,126,031 95
Bonds owned,	1,155,357 61	Real estate mortgages,	771,400 00
Cash and current assets,	7,466,115 94	Accrued interest on funded debt and rentals not yet payable,	1,453,231 22
Other assets: Materials and supplies,	1,860,739 70	Redeemed bonds held for exchange,	5,000 00
Traffic Association deposits,	30,350 30	Reserve funds,	48,918 52
Insurance paid, not accrued,	33,122 65	Construction obligations,	60,000 00
Advanced to subsidiary companies,	784,027 32	Accrued Pennsylvania Coal Company sinking fund,	106,744 35
		Profit and loss,	6,278,030 00
Grand total,	$359,983,470 90	Grand total,	$359,983,470 90

ERIE AND PITTSBURG RAILROAD COMPANY.

Date of organization: June 25, 1858.
Operated by Pennsylvania Company.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Chas. H. Strong,	Erie, Pa.	C. S. Fairchild,	New York, N. Y.
M. H. Taylor,	"	James McCrea,	Pittsburg, Pa.
D. D. Tracy,	"	J. J. Spearman,	Sharon, Pa.
J. P. Green,	Philadelphia, Pa.		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board and President,	C. H. Strong,	Erie, Pa.
Vice President,	M. H. Taylor,	"
Secretary and Treasurer,	J. P. Smith,	"
Attorney or General Counsel,	Frank Gunnison,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By what Company Operated.	Under what kind of contract operated.	Miles of line.
Erie and Pittsburg,	Girard Jc., Pa. Dock Jc., Pa.,	New Castle, Pa. Harbor of Erie, Pa.	Pennsylvania Company.	Lease,	84.47

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment, ...	$5,823,725 81	Capital stock, ...	$2,000,000 00
Stocks owned, ...	3,171 08	Funded debt, ...	3,758,000 00
Cash and current assets, ...	24,870 76	Current liabilities, ...	91,618 67
Other assets:		Profit and loss, ...	2,398 98
Sundries, office furniture, ...	250 00		
Grand total, ...	$5,852,017 65	Grand total, ...	$5,852,017 65

ERIE AND WYOMING VALLEY RAILROAD COMPANY.

Date of organization: November 6, 1882.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.
W. V. S. Thorne, ...	No. 1, Broadway, N. Y.
George V. Smith, ...	Dunmore, Pa.
Sidney Williams, ...	"
W. D. Decker, ...	"
G. T. Slade, ...	"
A. D. Blackinton, ...	"
A. H. McClintock, ...	"

OFFICERS.

Title.	Name.	Official Address.
President, ...	George B. Smith, ...	Dunmore, Pa.
First Vice President, ...	W. V. S. Thorne, ...	No. 1 Broadway, N. Y.
Secretary, ...	W. B. Mead, ...	" "
Treasurer, ...	Henry Beyea, ...	Dunmore, Pa.
Comptroller, ...	Sidney Williams, ...	"
Auditor, ...	J. G. Livengood, ...	"
General Superintendent, ...	C. E. Webster, ...	"
General Manager, ...	G. T. Slade, ...	"
Assistant General Superintendent,...	J. M. Davis, ...	"
General Freight Agent, ...	Jac. C. Moffatt, ...	"
General Passenger Agent, ...	Jac. C. Moffatt, ...	"

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Erie and Wyoming Valley,	Hawley,	Pt. Blanchard,	48.28
Hawley Washery Branch,	Maine Line,	Washery,	.83
Lake Ariel Branch,	Lake Junction,	Lake Ariel,	2.53
Lake Henry Branch,	Maplewood Junction,	Lake Henry,	.41
Jessup Branch,	Rock Junction,	Jessup,	6.92
Scranton Branch,	Rock,	Scranton,	4.29
Scranton Branch,	West Junction,	No. 6 Junction,	.59
Brownsville Branch,	Main Line,	Brownsville Breaker,	1.08
Brookside Washery Branch,	Brownsville Breaker,	Brookside Washery,	1.26
Old Forge Branch,	Avoca,	Breaker,	1.05
D. & H. Branch,	Old Forge Branch,	D. & H. Yards,	.18
L. & B. Branch,	Avoca,	Wyoming Junction,	1.61
Barnum Branch,	Wyoming Junction,	Breaker,	.73
Avoca Coal Company Branch,	Avoca,	Breaker,	.76
No. 10 Breaker Branch,	Main Line,	Breaker,	1.05
No. 6 Breaker Branch,	No. 7 Junction,	End of loop,	1.38
Pittston Branch,	No. 7 Junction,	Pittston,	1.09
No. 14 Breaker Branch,	Pt. Blanchard,	No. 14 Breaker,	.86
Nay Aug Breaker Branch,	Scranton Branch,	Nay Aug Breaker,	.42
Anthony Washery Branch,	Dunmore Yards,	Anthony Washery,	.34
No. 15 Breaker Branch,	Scranton Branch,	No. 5 Breaker,	.34
Stove Works Branch,	Scranton Branch,	Stove Works,	.32
Green Ridge Breaker Branch,	Scranton Branch,	Green Ridge Breaker,	.35
No. 1 Breaker Branch,	Jessup Branch,	No. 1 Breaker,	.47
Hoadley's Washery,	Main Line,	Washery,	.71
No. 6 Washery Branch,	No. 6,	No. 6 Washery,	.39
Total mileage operated,			78.24

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$5,315,217 36	Capital stock,	$1,500,000 00
Cost of equipment,	198,785 95	Funded debt,	3,000,000 00
Cash and current assets,	107,910 69	Current liabilities,	338,062 46
Other assets:		Profit and loss,	808,929 70
Materials and supplies,	25,105 16		
Grand total,	$5,646,992 16	Grand total,	$5,646,992 16

ETNA AND MONTROSE RAILROAD COMPANY.

Date of organization: May 6, 1896.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Geo. A. Chalfant, ...	Etna, Pa.	G. E. Painter, ...	Pittsburg, Pa.
Geo. B. Painter, ...	Allegheny, Pa.	F. L. Clark, ...	"
Veryl Preston, ...	Pittsburg, Pa.	Hugh Kennedy, ...	Etna, Pa.
C. S. Guthrie, ...	"		

OFFICERS.

Title.	Name.	Official Address.
President, ...	Geo. A. Chalfant, ...	Etna, Pa.
Secretray and Treasurer, ...	Jas. R. Darragh, ...	"
Auditor, ...	F. M. Sutton, ...	"
General Manager, ...	Hugh Kennedy, ...	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Etna and Montrose Railroad, ...	Pine Creek, Pa., ...	Etna, Pa., ...	2.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment, ...	$60,000 00	Capital stock, ...	$60,000 00
Cash and current assets, ...	22,358 67	Profit and loss, ...	23,506 93
Other assets:			
Materials and supplies, ...	1,148 26		
Grand total, ...	$83,506 93	Grand total, ...	$83,506 93

FAIR HILL RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: June 13, 1892.
Under laws of what government or state organized: Pennsylvania

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Joseph U. Crawford, ..	Philadelphia, Pa.	N. P. Shortridge, ...	Wynnewood, Pa.
Jno. P. Green, ...	"	W. H. Barnes, ...	Philadelphia, Pa.
William A. Patton, ..	"	George Wood, ...	"

OFFICERS.

Title.	Name.	Official Address.
President, ...	Samuel Rea, ...	Philadelphia, Pa.
Secretary and Treasurer, ...	F. W. Schwarz, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Fair Hill Railroad,	A connection with the Connecting Railway, between A, or Fillmore street and Harts Lane, in the 33d ward of the city of Philadelphia, southwardly.	Cambria st., in the same ward.	Pennsylvania Railroad Company.	Lease, ...	.78

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$331,300 58	Capital stock, ...	$150,000 00
Cash and current assets, ...	292 82	Funded debt, ...	183,000 00
Profit and loss, ...	1,406 60		
Grand total, ...	$333,000 00	Grand total, ...	$333,000 00

FAIRMOUNT, MORGANTOWN AND PITTSBURG RAILROAD COMPANY.

Operated by Baltimore and Ohio Railway Company.
Date of organization: August 10, 1893.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
A. Fairchild,	Morgantown, W. Va.	F. M. Osborne,	Pittsburg, Pa.
Wm. A. Hanway,	Baltimore, Md.	W. C. Pressing,	"
Wm. Hunt,	Uniontown, Pa.	Wm. Reed,	Baltimore, Md.
H. C. Huston,	Connellsville, Pa.	W. A. Sproull,	Philadelphia, Pa.
J. W. Mason,	Fairmont, W. Va.		

OFFICERS.

Title.	Name.	Official Address.
President,	John K. Cowen,	Baltimore, Md.
Secretary,	C. W. Woolford,	"
Treasurer,	J. V. McNeal,	"
Auditor,	George W. Booth,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Fairmont, Morgantown and Pittsburg R. R. Co.	Uniontown, Pa.	Fairmont, Morgantown and Pittsburg Jc., W. Va.	Baltimore and Ohio Railroad Company.		56.60
Red Stone Branch,	Redstone Jct., Pa.	Redstone, Pa.,	Baltimore and Ohio Railroad Company.		1.00
Total mileage,					57.60

GENERAL BALANCE SHEET.

Assets.	Total	Liabilities.	Total.
Cost of road,	$5,978,889 54	Capital stock,	$3,000,000 00
Cash and current assets,	22,467 72	Funded debt,	3,000,000 00
		Profit and loss,	1,357 26
Grand total,	$6,001,357 26	Grand total,	$6,001,357 26

EMPORIUM AND RICH VALLEY RAILROAD COMPANY.

Date of organization: February 16, 1891.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Henry Auchu,	Emporium, Pa.	B. W. Green,	Emporium, Pa.
Joseph Kaye,	"	G. A. Walker,	"
Josiah Howard,	"	J. D. Logan,	"
Mrs. Josiah Howard,	"		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board and President,	Henry Auchu,	Emporium, Pa.
First Vice President,	G. A. Walker,	"
Secretary,	J. W. Kaye,	"
Treasurer,	A. D. Macdonell,	"
General Solicitor, Attorney or General Counsel,	B. W. Green,	"
Comptroller and Auditor,	Josiah Howard,	"
General Manager and General Superintendent,	Joseph Kaye,	"
Chief Engineer,	Jos. Lingle,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Emporium and Rich Valley Railroad,	Emporium, Pa.,	Elk Forks, Pa.,	8.00
Emporium and Rich Valley Railroad,	Emporium, Pa.,	Elk Forks, Pa.,	5.50
Total mileage operated,			13.50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$102,762 66	Captial stock,	$85,000 00
Cost of equipment,	24,546 05	Current liabilities,	5,389 30
Cash and current assets,	1,569 65	Profit and loss,	38,489 06
Grand total,	$128,878 36	Grand total,	$128,878 36

ENGLESIDE RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: September 22, 1892.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Robert S. Beatty,	Philadelphia, Pa.	John M. Harding,	Philadelphia, Pa.
C. M. Bergner,	"	Wm. H. Barnes,	"
William A. Patton,	"	Jno. P. Green,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary and Treasurer,	E. H. Pyle,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Engleside Railroad Company.	A connection with the Connecting Railway near 32d st. and Jefferson st. and southward along 32d st.	A point on 32d st., about 160 feet north of the north side of Thompson street.	Pennsylvania Railroad Company.	Contract not yet entered into.	0.17

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$27,311 25	Capital stock,	$30,000 00
Cash and current assets,	2,531 33		
Profit and loss,	267 42		
Grand total,	$30,000 00	Grand total,	$30,000 00

ERIE RAILROAD COMPANY.

Date of organization: November 14, 1895.
Under laws of what government or state organized: New York.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Chas. Steele,	New York, N. Y.	Samuel Spencer,	New York, N. Y.
F. D. Underwood,	"	Francis Lynde Stetson,	"
J. J. Goodwin,	"	E. B. Thomas,	"
Abram S. Hewitt,	"	J. Lowber Welsh,	Philadelphia, Pa.
J. G. McCullough,	No. Bennington, Vt.	Harman P. Ream,	New York, N. Y.
Darius O. Mills,	New York, N. Y.	J. J. Hill,	"
Alexander E. Orr,	"	One vacancy.	
Robert Bacon,	"		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board,	E. B. Thomas,	New York, N. Y.
President,	F. D. Underwood,	"
First Vice President,	G. M. Cummings,	"
Second Vice President,	J. A. Middleton,	"
Assistant to the President,	Daniel Willard,	"
Secretary,	J. A. Middleton,	"
Treasurer,	J. W. Platten,	"
Assistant Treasurer,	W. B. Blancke,	"
General Solicitor,	George F. Brownell,	"
Auditor	J. T. Wann,	"
General Manager,	C. R. Fitch,	"
Chief Engineer,	C. W. Buckholt,	"
General Superintendent,	G. Van Keuren,	Jersey City, N. J.

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Erie Railroad Company,	Piermont, N. Y.,	Dunkirk, N. Y.,	446.63
Erie and Wyoming Valley,	Hawley, Pa.,	Port Blanchard, Pa.,	58.88
Nypano Railroad,	Salamanca, N. Y.,	Dayton, O.,	388.04
Newburg and New York,	Arden Junc., N. Y.,	Vails Gate Jc., N. Y.	12.64
Newburg Branch,	Greycourt, N. Y.,	Newburgh, N. Y.,	18.73
Buffalo Branch,	Hornellsville, N. Y.,	Attica, N. Y.,	60.92
Buffalo, New York and Erie Railroad,	Painted Post, N. Y.,	Buffalo, N. Y.,	140.25
Suspension Bridge and Erie Junction,	East Buffalo, N. Y.,	Suspension Bridge, N. Y.	24.01
Buffalo and Southwestern,	Buffalo, N. Y.,	Jamestown, N. Y.,	66.36
Edgerton Branch,	Mayfield, Pa.,	Edgerton, Pa.,	2.50
Branch Road,	Bergen Tunnel, N. J.,	N. Y. Junction Railroad tracks,	.43
Branch Road,	International Junc.,	International Bridge,	4.50
Franklin Branch,	Buchanan Junction,	Oil City, Pa.,	33.78
Long Dock Company's Railroad,	Bergen Tunnel, N. J.,	Water Front, Jersey City.	2.56
Newark and Hudson Railroad,	Bergen Junc., N. J.,	Newark, N. J.,	5.62
Paterson, Newark and New York,	Newark, N. J.,	Paterson, N. J.,	11.33
Bergen County Railroad,	Rutherford Jc., N. J.	Ridgwood, N. J.,	9.82
Jefferson Railroad,	Lanesboro, Pa.,	Carbondale, Pa.,	36.51
Jefferson Railroad,	W. Hawley, Pa.,	Honesdale, Pa.,	8.18
Buffalo, Bradford and Pittsburg,	Carrollton, N. Y.,	Gilesville, Pa.,	26.17
West Branch Railroad,	Bradford, Pa.,	Nusbanni, Pa.,	5.24
New York, Lake Erie and Western Coal Railroad Company.	Crawford Junc., Pa.,	Johnsonburg, Pa.,	29.92
Alton Loop,	Alton, Pa.,	Riderville Junc., Pa.	1.13
Toby Branch,	Brockwayville, Pa.,	Dagus Mines, Pa.,	12.00
Mead Run Branch,	Brockport, Pa.,	Shawmut, Pa.,	2.10
Dagus Railroad,	Deguscahonda, Pa.,	Dagus Mines, Pa.,	5.50
West Clarion Railroad,	Brockwayville, Pa.,	West Clarion Mine,	1.99
Arlington Railroad,	Newark Junc., N. J.,	N. Y. & G. L. Junction, N. J.	1.16
Bergen and Dundee Railroad,	Garfield, Pa.,	Passaic, N. J.,	2.45
Elmira State Line Railroad,	State Line, N. Y.,	Penna. State Line,	6.51
Tioga Railroad,	N. Y. and Penna. State Line.	Arnot Junction, Pa.,	42.76
Arnot and Pine Creek Railroad,	Tioga Junction, Pa.,	Hoytville, Pa.,	11.83
Morris Run Branch,	Morris Run, Pa.,	Blossburg, Pa.,	3.56
Conessus Lake Railroad,	Consessus Lake Jc., Pa.	Lakeville, N. Y.,	1.61
Erie and Black Rock,	Black Rock Junction, N. Y.	Black Rock, N. Y.,	1.14
Moosic Mountain and Carbondale,	Winton, Pa.,	Marshwood, Pa.,	4.21
Youngstown and Austintown Railroad,	Youngstown, O.,	Leadville Coal Mines,	3.20
Youngstown and Austintown Railroad,	Manning Junction,	Coal Mines,	5.29
Paterson and Hudson River,	Bergen Tunnel, N. J.,	Paterson, N. J.,	13.07
Paterson and Ramapo,	Paterson, N. J.,	New York State Line	14.76
Union Railroad,	State Line, N. Y.,	Suffern, N. Y.,	.85
New York and Greenwood Lake Railway.	N. Y. & G. L. Junc.,	Sterling Forest, N. Y.	39.26
Ringwood Branch,	Ringwood Junction,	Ringwood, N. J.,	2.73
Caldwell Railroad,	Caldwell Junction,	Caldwell, N. J.,	4.50
Watchung Railway,	Forest Hill, N. J.,	Main street, Orange, N. J.	4.16
Roseland Railway,	Caldwell, N. J.,	Essex Falls, N. J.,	.95
Montgomery and Erie Railroad,	Goshen, N. Y.,	Montgomery, N. Y.,	10.43
Goshen and Deckertown,	Goshen, N. Y.,	Pine Island, N. Y.,	11.64
Middletown and Crawford,	Crawford Junction,	Pine Bush, N. Y.,	10.22
Penn's Coal Company Railroad (Hawley Branch).	Lackawaxen, Pa.,	West Hawley, Pa.,	15.61
Rochester and Genessee Valley,	Avon, N. Y.,	Rochester, N. Y.,	18.40
Avon, Genessee and Mount Morris,	Avon, N. Y.,	Mount Morris, N. Y.,	17.70
Cleveland and Mahoning,	Cleveland, O.,	Penna. State Line,	80.81
Cleveland and Mahoning Valley,	Girard, O.,	Crab Tree, Youngstown.	6.00
Cleveland and Mahoning Valley,	Niles, O.,	New Lisbon, O.,	36.25
Westerman Railroad,	Penna. State Line,	Sharon, Pa.,	2.09
Sharon Railroad,	Sharon, Pa.,	Pymatuning, Pa.,	14.79
Sharon,	Boyce, Pa.,	Sharpsville, Pa.,	1.55
Northern Railroad of New Jersey,	Bergen Jc., N. J.,	Nyack, N. J.,	26.05
New Jersey Junction Railroad,	N. J. Junction Railroad tracks, J. C.	Weehawken, D. & H.	3.02
Sharon Railway,	West Middlesex, Pa.,	New Castle, Pa.,	16.73
Northern Central Railroad,	Southport Jc., N. Y.,	State Line Junction, N. Y.	2.31
Philadelphia and Erie Railroad,	Johnsonburg, Pa.,	Brockwayville, Pa.,	27.76
Philadelphia and Erie Railroad,	Ridgway, Pa.,	Daguscahonda, Pa.,	5.00
Total mileage operated,			1,886.17

7—8—1901

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$323,718,350 80	Capital stock,	$176,271,300 00
Cost of equipment,	11,325,478 02	Funded debt,	169,862,814 86
Stocks owned,	13,609,928 56	Current liabilities,	5,126,031 95
Bonds owned,	1,155,357 61	Real estate mortgages,	771,400 00
Cash and current assets,	7,466,115 94	Accrued interest on funded debt and rentals not yet payable,	1,453,231 22
Other assets: Materials and supplies,	1,860,739 70	Redeemed bonds held for exchange,	5,000 00
Traffic Association deposits,	30,350 30	Reserve funds,	48,918 52
Insurance paid, not accrued,	33,122 65	Construction obligations,	60,000 00
Advanced to subsidiary companies,	784,027 32	Accrued Pennsylvania Coal Company sinking fund,	106,744 35
		Profit and loss,	6,278,030 00
Grand total,	$359,983,470 90	Grand total,	$359,983,470 90

ERIE AND PITTSBURG RAILROAD COMPANY.

Date of organization: June 25, 1858.
Operated by Pennsylvania Company.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Chas. H. Strong,	Erie, Pa.	C. S. Fairchild,	New York, N. Y.
M. H. Taylor,	"	James McCrea,	Pittsburg, Pa.
D. D. Tracy,	"	J. J. Spearman,	Sharon, Pa.
J. P. Green,	Philadelphia, Pa.		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board and President,	C. H. Strong,	Erie, Pa.
Vice President,	M. H. Taylor,	"
Secretary and Treasurer,	J. P. Smith,	"
Attorney or General Counsel,	Frank Gunnison,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Erie and Pittsburg,	Girard Jc., Pa.. Dock Jc., Pa.,	New Castle, Pa. Harbor of Erie, Pa.	Pennsylvania Company.	Lease,	84.47

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment, ...	$5,823,725 81	Capital stock, ...	$2,000,000 00
Stocks owned, ...	3,171 08	Funded debt, ...	3,758,000 00
Cash and current assets, ...	24,870 76	Current liabilities, ...	91,618 67
Other assets:		Profit and loss, ...	2,398 98
Sundries, office furniture, ...	250 00		
Grand total, ...	$5,852,017 65	Grand total, ...	$5,852,017 65

ERIE AND WYOMING VALLEY RAILROAD COMPANY.

Date of organization: November 6, 1882.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.
W. V. S. Thorne, ...	No. 1, Broadway, N. Y.
George V. Smith, ...	Dunmore, Pa.
Sidney Williams, ...	"
W. D. Decker, ...	"
G. T. Slade, ...	"
A. D. Blackinton, ...	"
A. H. McClintock, ...	"

OFFICERS.

Title.	Name.	Official Address.
President, ...	George B. Smith, ...	Dunmore, Pa.
First Vice President, ...	W. V. S. Thorne, ...	No. 1 Broadway, N. Y.
Secretary, ...	W. B. Mead, ...	"
Treasurer, ...	Henry Beyea, ...	Dunmore, Pa.
Comptroller, ...	Sidney Williams, ...	"
Auditor, ...	J. G. Livengood, ...	"
General Superintendent, ...	C. E. Webster, ...	"
General Manager, ...	G. T. Slade, ...	"
Assistant General Superintendent,..	J. M. Davis, ...	"
General Freight Agent, ...	Jac. C. Moffatt, ...	"
General Passenger Agent, ...	Jac. C. Moffatt, ...	"

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Erie and Wyoming Valley,	Hawley,	Pt. Blanchard,	48.28
Hawley Washery Branch,	Maine Line,	Washery,	.83
Lake Ariel Branch,	Lake Junction,	Lake Ariel,	2.53
Lake Henry Branch,	Maplewood Junction,	Lake Henry,	.41
Jessup Branch,	Rock Junction,	Jessup,	6.92
Scranton Branch,	Rock,	Scranton,	4.29
Scranton Branch,	West Junction,	No. 6 Junction,	.59
Brownsville Branch,	Main Line,	Brownsville Breaker,	1.08
Brookside Washery Branch,	Brownsville Breaker,	Brookside Washery,	1.26
Old Forge Branch,	Avoca,	Breaker,	1.05
D. & H. Branch,	Old Forge Branch,	D. & H. Yards,	.19
L. & B. Branch,	Avoca,	Wyoming Junction,	1.61
Barnum Branch,	Wyoming Junction,	Breaker,	.73
Avoca Coal Company Branch,	Avoca,	Breaker,	.76
No. 10 Breaker Branch,	Main Line,	Breaker,	1.05
No. 6 Breaker Branch,	No. 7 Junction,	End of loop,	1.38
Pittston Branch,	No. 7 Junction,	Pittston,	1.09
No. 14 Breaker Branch,	Pt. Blanchard,	No. 14 Breaker,	.86
Nay Aug Breaker Branch,	Scranton Branch,	Nay Aug Breaker,	.42
Anthony Washery Branch,	Dunmore Yards,	Anthony Washery,	.34
No. 15 Breaker Branch,	Scranton Branch,	No. 5 Breaker,	.34
Stove Works Branch,	Scranton Branch,	Stove Works,	.32
Green Ridge Breaker Branch,	Scranton Branch,	Green Ridge Breaker,	.35
No. 1 Breaker Branch,	Jessup Branch,	No. 1 Breaker,	.47
Hoadley's Washery,	Main Line,	Washery,	.71
No. 6 Washery Branch,	No. 6,	No. 6 Washery,	.39
Total mileage operated,			78.24

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$5,315,217 36	Capital stock,	$1,500,000 00
Cost of equipment,	198,785 95	Funded debt,	3,000,000 00
Cash and current assets,	107,910 69	Current liabilities,	338,062 48
Other assets:		Profit and loss,	808,929 70
Materials and supplies,	25,105 16		
Grand total,	$5,646,992 16	Grand total,	$5,646,992 16

ETNA AND MONTROSE RAILROAD COMPANY.

Date of organization: May 6, 1896.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Geo. A. Chalfant, ...	Etna, Pa.	G. E. Painter, ...	Pittsburg, Pa.
Geo. B. Painter, ...	Allegheny, Pa.	F. L. Clark, ...	"
Veryl Preston, ...	Pittsburg, Pa.	Hugh Kennedy, ...	Etna, Pa.
C. S. Guthrie, ...	"		

OFFICERS.

Title.	Name.	Official Address.
President, ...	Geo. A. Chalfant, ...	Etna, Pa.
Secretray and Treasurer, ...	Jas. R. Darragh, ...	"
Auditor, ...	F. M. Sutton, ...	"
General Manager, ...	Hugh Kennedy, ...	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Etna and Montrose Railroad, ...	Pine Creek, Pa., ...	Etna, Pa., ...	2.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment, ...	$60,000 00	Capital stock, ...	$60,000 00
Cash and current assets, ...	22,358 67	Profit and loss, ...	23,506 93
Other assets:			
Materials and supplies, ...	1,148 26		
Grand total, ...	$83,506 93	Grand total, ...	$83,506 93

FAIR HILL RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: June 13, 1892.
Under laws of what government or state organized: Pennsylvania

GENERAL BALANCE SHEET.

Assets.	Total	Liabilities.	Total.
Cost of road,	$5,772,907 11	Capital stock,	$3,371,750 00
Stocks owned,	45,000 00	Funded debt,	3,069,500 00
Lands owned,	64,288 98	Current liabilities,	38,364 28
Cash and current assets,	118,617 21	Scrip (old),	247 00
Other assets:		Car trust cars,	20,710 25
Equipment trust payments,	729,000 00	Special car fund (trust),	23,455 92
Materials and supplies,	53,616 32	Profit and loss,	319,402 17
Grand total,	$6,783,429 62	Grand total,	$6,783,429 62

IRONTON RAILROAD COMPANY.

Date of organization: March 5, 1859.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Samuel Thomas,	Catasauqua, Pa.	Fred. A. Drake,	Easton, Pa.
B. F. Fackenthal, Jr.,	Easton, Pa.	J. S. Roudenbough,	"
W. H. Hullick,	New York, N. Y.	James W. Weaver,	"

OFFICERS.

Title.	Name.	Official Address.
President,	B. F. Fackenthal,	Easton, Pa.
Vice President,	W. H. Hullick,	New York, N. Y.
Secretary,	James W. Weaver,	Easton Pa.
Chief Engineer,	S. R. Thomas,	Hokendauqua, Pa.
General Superintendent,	D. H. Thomas,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Ironton Railroad Company,	Coplay, Pa.,	Egypt, Pa.,	2.50
Ironton Railroad Company,	Egypt, Pa.,	West Coplay, Pa.,	.75
Ironton Railroad Company,	Egypt, Pa.,	Ironton, Pa.,	3.00
Ironton Railroad Company,	Junction, Pa.,	Seigersville, Pa.,	3.50
Lehigh Valley Railroad,	Coplay, Pa.,	Coplay, Pa.,	.25
Total mileage operated,			10.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$171,900 00	Capital stock,	$200,000 00
Cost of equipment,	28,100 00	Current liabilities,	18,652 42
Lands owned,	674 86	Profit and loss,	55,756 71
Cash and current assets,	73,764 27		
Grand total,	$274,439 13	Grand total,	$274,439 13

JAMESTOWN AND FRANKLIN RAILROAD COMPANY.

Operated by Lake Shore and Michigan Southern Railway Company.
Date of organization: April 5, 1862.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
W. H. Newman,	Cleveland, O.	S. R. Mason,	Mercer, Pa.
P. P. Wright,	"	Geo. H. McIntire,	Stoneboro, Pa.
O. G. Getzen-Danner,	"	Robt. P. Cann,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Charles Miller,	Franklin, Pa.
Vice President,	W. H. Newman,	Cleveland, Ohio.
Secretary,	O. G. Getzen-Danner,	"
Treasurer,	Robt. P. Cann,	Stoneboro, Pa.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Jamestown and Franklin R. R.	Jamestown, Pa.	Oil City, Pa.,	Lake Shore and Michigan Southern Ry. Co.	30 per cent. gross earnings.	50.91

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2,682,911 38	Capital stock,	$607,243 00
Lands owned,	23,735 23	Funded debt,	798,000 00
Cash and current assets,	8,297 85	Current liabilities,	1,151,748 19
		Accrued interest on funded debt not yet payable,	2,916 67
		Timber,	19,390 62
		Profit and loss,	135,645 98
Grand total,	$2,714,944 46	Grand total,	$2,714,944 46

JEFFERSON RAILROAD COMPANY.

Operated by Erie Railroad Company.
Date of organization: February 15, 1864.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.
E. B. Thomas,	P. O. Box 839, New York, N. Y.
Andrew Donaldson,	" "
A. R. McDonough,	" "
J. Lowber Welsh,	Philadelphia, Pa.
E. N. Willard,	Scranton, Pa.
W. A. May,	"
M. S. Terwilliger,	Susquehanna, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	J. Lowber Welsh,	Philadelphia, Pa.
Vice President,	E. B. Thomas,	New York, N. Y.
Secretary,	A. R. McDonough,	P. O. Box 839, N. Y.
Assistant Secretary,	J. A. Middleton,	"
Treasurer,	A. Donaldson,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Honesdale Branch,	Hawley, Pa.,	Honesdale, Pa.,	Erie Railroad,	Lease,	8.18
Carbondale Branch,	Lanesboro, Pa.,	Carbondale, Pa.	"	"	36.51
Total mileage,					44.69

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$6,604,457 71	Capital stock,	$2,095,450 00
		Funded debt,	3,100,000 00
		Advances, Erie Railway Co.,	912,632 11
		New York, Lake Erie and Western Railroad Co., Receivers,	468,276 02
		Erie Railroad Co.,	28,099 58
Grand total,	6,604,457 71	Grand total,	6,604,457 71

JOHNSONBURG RAILROAD COMPANY.

Operated by Pennsylvania.
Date of organization: Chartered March 14, 1887.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
J. Bayard Henry,	Philadelphia, Pa.	Sam'l G. DeCourcey,	Philadelphia, Pa.
Charles W. Henry,	"	Samuel Rea,	"
William A. Patton,	"	Fletcher Coleman,	Williamsport, Pa.
William Barnes,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	J. Bayard Henry,	Philadelphia, Pa.
Secretary and Treasurer,	J. S. Vanzandt,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Johnsonburg Railroad.	Johnsonburg, Pa.	Clermont, Pa.,	Pennsylvania R. R. Co.	Lease,	19.69

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$400,9[illegible]3 34	Capital stock,	$200,000 00
Lands owned,	500 00	Funded debt,	200,000 00
Cash and current assets,	12,649 88	Profit and loss,	17,303 22
Other Assets:			
Sundries,	3,200 00		
Grand total,	$417,303 22	Grand total,	$417,3[illegible]3 22

JOHNSONBURG AND BRADFORD RAILROAD COMPANY.

Operated by Buffalo, Rochester and Pittsburg Railway Company.
Date of organization: November 15, 1887.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
A. Iselin,	New York, N. Y.	G. W. Childs,	Ridgway, Pa.
A. Iselin, Jr.,	"	M. K. Williams,	"
C. O. D. Iselin,	"	J. N. Atwell, Jr.,	"
J. H. Hocart,	"	S. A. Rote,	"
C. H. McCauley,	Ridgway, Pa.	J. G. Whitmore,	"
C. H. McCauley, Jr.,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	C. H. McCauley,	Ridgway, Pa.
Secretary,	J. G. Whitmore,	"
Treasurer and Auditor,	J. F. Dinkey,	Rochester, N. Y.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Johnsonburg and Bradford Railroad Company.	Howard Junc., Pa.	Mt. Jew tt, Pa.	Buffalo, Rochester and Pittsburg Ry. Co.	Agreement,	19.60

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$924,211 66	Capital stock,	$420,000 00
		Funded debt,	420,000 00
		Current liabilities,	84,211 66
Grand total,	$924,211 66	Grand total,	$924,211 66

JOHNSTOWN AND STONY CREEK RAILROAD COMPANY.

Date of organization: January 19, 1888.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
P. Lavelle,	Johnstown, Pa.,	E. B. Entwistle,	Johnstown, Pa.
P. M. Boyd,	Lorain, Ohio.	G. P. Suppes,	"
Daniel Coolidge,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	P. Lavelle,	Johnstown, Pa.
Secretary,	P. M. Boyd,	Lorain, Ohio.
Treasurer,	A. C. Gary,	"
Auditor,	J. H. Craig,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
The Johnstown and Stoney Creek Railroad Company.	Bedford Station, 7th ward.	Stoney Creek B'ge 17th ward.	2.44

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$78,147 33	Capital stock,	$91,500 00
Cost of equipment,	16,239 43	Current liabilities,	1,962 19
Cash and current assets,	3,328 80	Profit and loss,	4,756 25
Other Assets:			
Materials and supplies,	2 88		
Grand total,	$98,218 44	Grand total,	$98,218 44

JUNCTION RAILROAD COMPANY.

Operated by Philadelphia, Wilmington and Baltimore Railroad Company.
Date of organization: May 28, 1860.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
H. F. Kenney,	Broad St. Sta., Phila.	Geo. Wood,	Broad St. Sta., Phila.
W. P. Shortridge,	"	Chas E. Pugh,	"
Jno. P. Green,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	H. F. Kenney,	Broad St. Sta., Phila.
Vice President,	Chas. E. Pugh,	"
Secretary,	Lewis Neilson,	"
Treasurer,	Robt. Smith,	"
Assistant Secretary,	Lewis Neilson,	"
Assistant Treasurer,	P. Frank Hunter,	"
Chief Engineer,	Wm. H. Brown,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Junction Railroad Company,	In Philadelphia, Belmont.	In Philadelphia, 35th street.	1.95
	North end of Market St. tunnel.	Grays Ferry,	1.67
Total mileage operated,			3.62

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,036,018 65	Capital stock,	$250,000 00
Cash and current assets,	23,269 68	Funded debt,	725,000 00
		Accrued interest on funded debt not yet payable,	12,187 50
		Profit and loss,	72,100 83
Grand total,	$1,059,288 33	Grand total,	$1,059,288 33

KANE AND ELK RAILROAD COMPANY.

Date of organization: Sept. 4, 1895.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
D. M. James,	Plymouth, Mass.	H. J. James,	Kane, Pa.
W. A. James,	Kane, Pa.	D. W. James,	Hinton, West Va.
E. B. James,	"	J. C. James,	"

OFFICERS.

Title.	Name.	Official Address.
President,	H. J. James,	Kane, Pa.
First Vice President,	D. W. James,	Hinton, West Va.
Secretary and Treasurer,	E. B. James,	Kane, Pa.
Attorney or General Counsel,	A. P. Heney,	"
Auditor,	C. E. Robinson,	"
General Superintendent,	H. J. James,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Kane and Elk Railroad,	East Kane,	McKinley,	6.00
	McKinley,	La Mont,	1.50
	McKinley,	Tionesta,	1.50
	McKinley,	Salter,	1.00
Total mileage operated,			10.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$63,787 15	Capital stock,	$75,000 00
Cost of equipment,	18,367 00	Current liabilities,	11,753 29
Cash and current assets,	5,081 80	Profit and loss,	482 66
Grand total,	$87,235 95	Grand total,	$87,235 95

KEATING AND SMETHPORT RAILROAD COMPANY.

Dtae of organization: August 21, 1899.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Robert Osgood,	Salem, Mass.	W. D. Gallup,	Smethport, Pa.
Z. U. Weiss,	East Smethport, Pa.	C. A. Backer,	Melrose, Mass.
F. D. Gallup,	Smethport, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President,	C. A. Baker,	Melrose, Mass.
Secretary and Treasurer,	Z. U. Weisz,	East Smethport, Pa.
Auditor,	Z. U. Weisz,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Keating and Smethport,	Penna. R. R.,	McKean's Mill,	.50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$10,000 00	Capital stock,	$10,000 00
Profit and loss,	284 41	Current liabilities,	284 41
Grand total,	$10,284 41	Grand total,	$10,284 41

KENSINGTON AND TACONY RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: March 25, 1884.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Samuel Rea,	Philadelphia, Pa.	Charles E. Pugh,	Philadelphia, Pa.
R. D. Barclay,	"	N. P. Shortridge,	Wynnewood, Pa.
William H. Barnes,	"	William A. Patton,	Philadelphia, Pa.
John P. Green,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	Fred'k W. Schwarz,	"
Treasurer,	J. S. Vanzandt,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Kensington & Tacony Railroad Company.	Tioga St. Station, Phila.	Tacony Station, Phila.	Pennsylvania R. R. Co.	Lease,	5.13
Branch,	Frankford Jc., Phila.	U. S. Arsenal, Phila.			1.77
Total mileage,					6.90

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$355,765 88	Capital stock,	$355,900 00
Cash and current assets,	142 27	Profit and loss,	8 15
Grand total,	$355,908 15	Grand total,	$355,908 15

KERSEY RAILROAD COMPANY.

Operated by the Pittsburg, Shawmut and Northern Railroad.
Date of organization: March 13, 1900.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
J. K. P. Hall,	St. Mary's, Pa.	J. M. Schaefer,	St. Mary's, Pa.
Andrew Kaul,	"	J. B. Robertson,	"
John Kaul,	"	B. F. Darr,	"
G. C. Simons,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	J. K. P. Hall,	St. Mary's, Pa.
First Vice President,	Andrew Kaul,	"
Secretary and Treasurer,	C. S. Simons,	"
General Manager,	Andrew Kaul,	"
Chief Engineer,	A. G. McComb,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Kersey Railroad,	Pine, Elk Co., Pa.	Weedville, Elk Co., Pa.	Pittsburg, Shawmut and Northern R. R. Co.	Lease.	9.56

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$150,000 00	Capital stock,	$150,000 00
Grand total,	$150,000 00	Grand total,	$150,000 00

KINZUA HEMLOCK RAILROAD COMPANY.

Operated by Mount Jewett, Kinzua and Riterville Railroad Company.
Date of organization: June 12, 1890.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Elisha K. Kane,	Kushequa, Pa.	N. C. Cody,	Kushequa, Pa.
Thomas L. Kane,	"	R. B. Cody,	"
Joshua Davis,	"	C. D. Lamb,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Thomas L. Kane,	Kushequa, Pa.
Secretary,	Elisha K. Kane,	"
Treasurer,	Z. E. Kane,	"
Auditor,	C. D. Lamb,	"
Chief Engineer,	G. H. Lyon,	Ormsby, Pa.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Kinzua Hemlock Railroad.	Camp Halsey,	Westline,	Mt. Jewett, Kinzua and Riterville R. R. Co.	Lease,	9.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$97,664 25	Capital stock,	$112,100 00
Cost of equipment,	33,056 41	Current liabilities,	1,200 00
Cash and current assets,	2,049 75	Profit and loss,	19,470 41
Grand total,	$132,770 41	Grand total,	$132,770 41

KINZUA AND TIONA RAILROAD COMPANY.

Date of organization: June 21, 1897.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
G. W. Campbell,	Warren, Pa.	E. W. Campbell,	Dewdrop, Pa.
John W. Campbell,	Kane, Pa.	F. W. Reese,	Kane, Pa.
H. A. Jameson,	Warren, Pa.	H. G. Baxter,	No. Clarendon, Pa.
Wm. I. Bartholomew,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	G. W. Campbell,	Warren, Pa.
First Vice President,	H. A. Jamieson,	"
Secretary and Treasurer,	E. W. Campbell,	Dewdrop, Pa.
Auditor,	C. M. Stedwell,	"
General Superintendent,	E. W. Campbell,	"
Division Superintendent,	F. R. Campbell,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Kinzua and Tiona Railroad,	Dewdrop, Pa.,	Stewart, Pa.,	9.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$44,075 05	Capital stock,	$55,000 00
Cost of equipment,	9,934 45	Profit and loss,	90 04
Cash and current assets,	1,080 54		
Grand total,	$55,090 04	Grand total,	$55,090 04

KINZUA VALLEY RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: March 30, 1889.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Samuel G. DeCoursey,	Philadelphia, Pa.	Spencer L. Bullis,	Olean, N. Y.
Nicholas Thouron,	"	A. J. Thompson,	Titusville, Pa.
Frank Rumsey,	Buffalo, N. Y.	Franklin S. Bell,	Buffalo, N. Y.
Robert Bell,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	Samuel G. DeCoursey,	Philadelphia, Pa.
Vice President,	Nicholas Thouron,	"
Secretary and Treasurer,	Franklin S. Buell,	Buffalo, N. Y.
Auditor,	John F. Reynolds,	"
General Superintendent,	Robert Bell,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Kinzua Valley Railroad Company,	Morrisons, Pa.,	West Line, Pa.,	10.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment, ...	$110,950 21	Capital stock, ...	$105,000 00
Cash and current assets, ...	1,053 45	Current liabilities, ...	8,165 12
Other Assets:			
Materials and supplies, ...	803 26		
Profit and loss, ...	358 20		
Grand total, ...	$113,165 12	Grand total, ...	$113,165 12

KISHACOQUILLAS VALLEY RAILROAD COMPANY.

Date of organization: June 14, 1892.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
W. J. Hayes, ...	Belleville, Pa.	J. H. Peachey, ...	Belleville, Pa.
J. M. Campbell, ...	"	Jacob Y. Zook, ...	"
Dr. J. P. Getter, ...	"	H. S. Wilson, ...	"
S. Z. Hartzler, ...	"	Samuel Watts, ...	"
W. B. Maclay, ...	"		

OFFICERS.

Title.	Name.	Official Address.
President, ...	W. J. Hays, ...	Belleville, Pa.
First Vice President, ...	J. M. Campbell, ...	"
Secretary, ...	W. B. Maclay, ...	"
Treasurer, ...	C. W. Getter, ...	"
Auditor, ...	Geo. E. Middlesworth, ...	"
General Manager, ...	J. P. Getter, ...	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named
	From—	To—	
Kishacoquillas Valley Railroad, ...	Belleville, ...	Reedville, ...	9.20
P. R. R. used under trackage rights, ...	.....	.....	.30
Total mileage operated, ...	.....	.....	9.50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$77,642 27	Capital stock,	$91,925 00
Cost of equipment,	8,750 00	Profit and loss,	12,016 89
Other permanent investments,	3,500 09		
Lands owned,	3,098 90		
Cash and current assets,	9,950 63		
Other Assets:			
Materials and supplies,	1,000 00		
Grand total,	$103,941.89	Grand total,	$103,941 89

KUSHEQUA RAILROAD COMPANY.

Operated by Mount Jewett, Kinzua and Riterville Railroad Company.
Date of organization: May 3, 1898.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
R. B. Cody,	Kushequa, Pa.	L. J. Keplar,	Kushequa, Pa.
T. E. Moulton,	"	N. C. Cody,	"
C. D. Lamb,	"	Elisha K. Kane,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Elisha K. Kane,	Kushequa, Pa.
Treasurer,	N. C. Cody,	"
Secretary,	Z. E. Kane,	"
Auditor,	C. D. Lamb,	"
Chief Engineer,	G. H. Lyon,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Kushequa R. R.,	Gaffney, Pa.,	McKeown Hollow.	Mt. Jewett, Kinzua and Riterville R. R. Co.	Lease,	12.61

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$134,334 82	Capital stock,	$110,700 00
Cost of equipment,	35,004 61	Current liabilities,	44,602 88
		Profit and loss,	14,036 55
Grand total,	$169,339 43	Grand total,	$169,339 43

LACKAWANNA AND MONTROSE RAILROAD COMPANY.

Date of organization: September 30, 1889.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

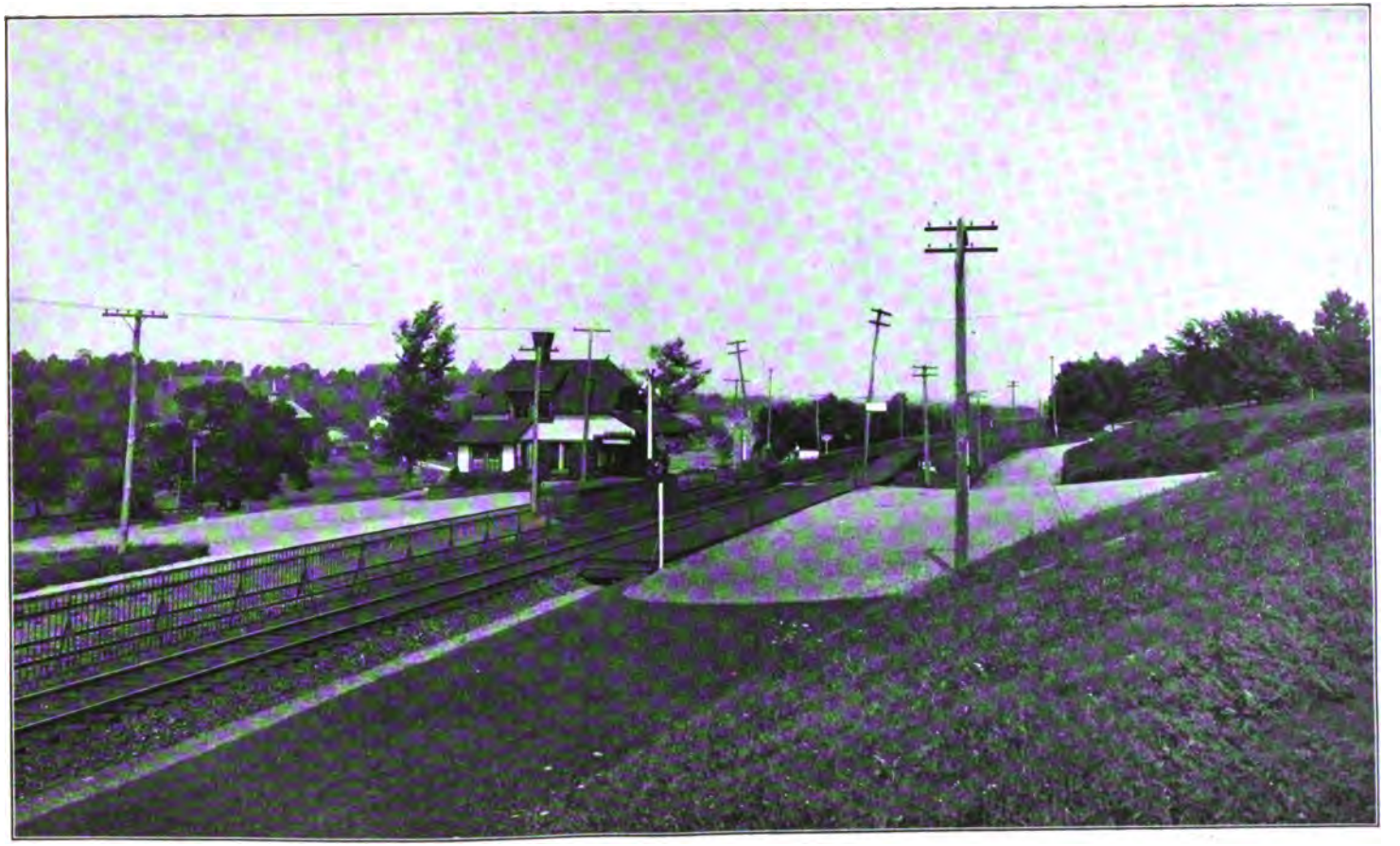
Names.	Official Address.	Names.	Official Address.
Samuel Sloan,	New York, N. Y.	J. W. Fowler,	Scranton, Pa.
W. H. Truesdale,	"	W. D. Lusk,	Montrose, Pa.
Fred. F. Chambers,	"	W. H. Jessup,	"
T. E. Clarke,	Scranton, Pa.	O. A. Gilbert,	"
E. M. Rine,	"	W. G. Parke,	"
J. F. Snyder,	"	J. R. Cooley,	"

OFFICERS.

Title.	Name.	Official Address.
President,	E. E. Loomis,	Scranton, Pa.
Secretary and Treasurer,	Fred. F. Chambers,	New York, N. Y.
Auditor,	O. C. Post,	"
General Superintendent,	T. E. Clark,	Scranton, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Lackawanna and Montrose Railroad Co.,	Junction with Del., L. & W. R. R. Co., at Alford, Pa.	Montrose, Pa.,	10.48



STATION AT RYDAL, PA.
Philadelphia and Reading Railway Company.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$130,789 68	Capital stock,	$130,500 00
Cash and current assets,	19,955 71	Current liabilities,	280 00
		Profit and loss,	19,987 39
Grand total,	$150,745 39	Grand total,	$150,745 39

LAKE SHORE AND MICHIGAN SOUTHERN RAILROAD COMPANY.

Date of organization: June 24, 1869.
Under laws of what government or state organized: New York, Ohio and Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
W. Seward Webb,	New York.	Charles M. Reed,	Erie, Pa.
Darius O. Mills,	"	Fred. W. Vanderbilt,	New York.
J. Pierpont Morgan,	"	Samuel R. Callaway,	"
Jas. M. Schoonmaker,	Pittsburg, Pa.	Edwin D. Worcester,	"
Wm. K. Vanderbilt,	New York.	Chauncey M. Depew,	"
Samuel F. Barger,	"	William H. Newman,	"
H. K. McTwombly,	"		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board,	Chauncey M. Depew,	New York City, N. Y.
President,	William H. Newman,	"
Vice President,	Edwin D. Worcester,	"
Vice President,	W. C. Brown,	Cleveland, O.
Secretary and Treasurer,	Edwin D. Worcester,	New York City, N. Y.
General Counsel,	George C. Green,	Cleveland, O.
Auditor,	R. H. Hill,	"
General Manager,	William C. Brown,	"
Chief Engineer,	E. A. Handy,	"
General Superintendent,	A. H. Smith,	"

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Lake Shore and Michigan Southern Ry.			
Main line.	Buffalo, N. Y.,	Toledo via Norwalk,	295.92
	Toledo, O.,	Chicago via Adrian,	244.12
Branches.	Ashtabula, O.,	Ohio-Pa. State line,	30.72
	Ashtabula, O.,	Ashtabula Harbor,	2.33
	Elyria Junction,	Mulberry Junc. via Sandusky.	73.24
	Sandusky Junction,	Old Pier Depot,	3.88
	Air Line Junction,	Elkhart via Air Line,	131.10
	Air Line Junction,	Ohio-Mich. State line,	7.61
	Monroe,	Lenawee Junction,	29.45
	Lenawee Junction,	Jackson, Mich.,	42.16
Proprietary Companies.			
Central Trunk Railroad,	Ohio-Pa. State line,	Jamestown, Pa.,	5.26
Detroit, Monroe and Toledo R. R.,	Ohio-Mich. State line,	Detroit, Mich.,	54.76
Detroit and Chicago R. R.,	Grosvenor,	Fayette,	25.56
Northern Central Michigan R. R.,	Jonesville,	North Lansing,	61.36
Sturgis, Goshen & St. Louis R. R.,	Goshen, Ind.,	Findley, O.,	36.13
Kalamazoo and White Pigeon R. R.,	White Pigeon, Ind.,	Kalamazoo, Mich.,	36.54
Elkhart and Western,	Elkhart,	Mishawaka,	11.72
Roads Operated under Lease.			
Jamestown and Franklin R. R.,	Jamestown, Pa.,	Oil City, Pa.,	50.91
Mahoning Coal Railroad,	Andover,	Youngstown, O.,	38.31
Branch to Keel Ridge Coal Bank,			.73
Sharon Branch,			8.31
Detroit, Hillsdale and Southwestern Railroad.	Ypsilanti, Mich.,	Bankers,	64.76
Ft. Wayne and Jackson Railroad,	Jackson, Mich.,	Fort Wayne, Ind.,	97.83
Kalamazoo, Allegan and Grand Rapids Railroad.	Kalamazoo, Mich.,	Grand Rapids, Mich.,	58.45
Total mileage operated,			1,411 16

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$66,700,000 00	Capital stock,	$50,000,000 00
Cost of equipment,	17,300,000 00	Funded debt,	50,741,000 00
Stocks owned,	28,459,040 95	Current liabilities,	10,365,521 91
Bonds owned,	1,023,635 24	Accrued interest on funded debt not yet payable,	189,985 83
Other permanent investments,	5,980,318 11	Profit and loss,	13,255,051 78
Cash and current assets,	3,600,871 87		
Other Assets:			
Materials and supplies,	1,537,693 35		
Grand total,	$124,551,559 52	Grand total,	$124,551,559 52

LANCASTER, OXFORD AND SOUTHERN RAILROAD COMPANY.

Date of organization: September 3, 1890.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Walter M. Franklin, ..	Lancaster, Pa.	J. M. Showalter, ...	Oxford, Pa.
J. W. B. Bausman, ...	"	A. M. Nivin, ...	"
Jacob B. Long, ...	"	D. M. Taylor, ...	"
J. E. Ramsey, ...	Oxford, Pa.		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board, ...	Walter M. Franklin, ...	Lancaster, Pa.
President, ...	Walter M. Franklin, ...	"
Secretary and Treasurer	J. W. Bausman, ...	"
Attorney or General Counsel, ...	Samuel D. Ramsey, ...	West Chester, Pa.
Auditor, ...	J. B. Long, ...	Lancaster, Pa.
General Manager, ...	A. M. Nivin, ...	Oxford, Pa.
Chief Engineer, ...	A. M. Nivin, ...	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Lancaster, Oxford and Southern R. R.,	Susquehanna, ...	Oxford, ...	20.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment, ...	$119,685 59	Capital stock, ...	$119,685 59
Cash and current assets, ...	1 328 38	Current liabilities, ...	3,695 19
Profit and loss, ...	3,365 81		
Grand total, ...	$123,380 78	Grand total, ...	$123,380 78

LANCASTER AND READING NARROW GUAGE RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: September 25, 1894.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Samuel Rea,	Philadelphia, Pa.	Jos. M. Crawford,	Philadelphia, Pa.
C. M. Bunting,	"	Michael Reilly,	Lancaster, Pa.
W. A. Patton,	"	H. M. North,	Columbia, Pa.
Lewis Neilson,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	F. W. Schwarz,	"
Treasurer,	Taber Ashton,	"
Chief Engineer,	W. H. Brown,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Lancaster and Reading Narrow Guage Railroad.	Lancaster,	Quarryville,	Pennsylvania R. R. Co.	Resolutions of Board.	15.21

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$350,000 00	Capital stock,	$350,000 00
Cash and current assets,	16,116 33	Current liabilities,	2,599 70
		Profit and loss,	13,516 63
Grand total,	$366,116 33	Grand total,	$366,116 33

LEETONIA RAILWAY COMPANY.

Date of organization: March 7, 1899.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
C. S. Harton,	Williamsport, Pa.	L. R. Horton,	Williamsport, Pa.
J. E. Botchford,	"	J. Harrison,	"
A. R. Spicer,	"	A. T. Thompson,	"
E. G. Schieffelin,	"	T. E. Bradley,	"
M. F. Hammond,	"		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board,	C. B. Farr,	Williamsport, Pa.
President,	C. B. Farr,	"
Vice President,	C. S. Horton,	"
Secretary,	M. F. Hammond,	"
Treasurer,	F. E. Bradley,	"
General Solicitor,	C. H. McCauley,	Ridgway, Pa.
Attorney or General Counsel,	J. Harrison,	Wellsboro, Pa.
Auditor,	Geo. C. Darling,	Williamsport, Pa.
General Manager,	C. B. Farr,	"
General Superintendent,	J. L. Snyder,	Leetonia, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Leetonia Railway Co.			
Main Line,	Tiadagton,	Leetonia,	8.26
Gaines Branch,	Ganes Junction,	Four mile Run,	5.52
Total mileage operated,			13.78

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$48,422 27	Capital stock,	$64,500 00
Cost of equipment,	9,360 35	Current liabilities,	57,903 43
Tiadaghton and Fahnestalk property,	54,625 58		
Cash and current assets,	3,263 99		
Other Assets:			
Materials and supplies,	1,360 52		
Profit and loss,	5,370 72		
Grand total,	$122,403 43	Grand total,	$122,403 43

LEHIGH AND LACKAWANNA RAILROAD COMPANY.

Operated by Central Railroad Company of New Jersey.
Date of organization: May 1, 1861.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
E. W. Clark, ...	Philadelphia, Pa.	H. P. McKean, ...	Philadelphia, Pa.
Edward Lewis, ...	"	S. Shepherd, ...	"

OFFICERS.

Title.	Name.	Official Address.
President, ...	L. A. Riley, ...	Philadelphia, Pa.
Vice President, ...	C. F. Howell, ...	"
Secretary and Treasurer, ...	S. Shepherd, ...	"
Assistant Secretary and Treasurer,	H. F. Baker, ...	"
Auditor, ...	C. F. Howell, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Lehigh and Lackawanna Railroad.	Bethlehem, Pa.,	Wind Gap, Pa.,	Central R. R. Co. of New Jersey.	Lease, ...	25.39

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$970,500 00	Capital stock, ...	$370,500 00
		Funded debt, ...	600,000 00
Grand total, ...	$970,500 00	Grand total, ...	$970,500 00

LEHIGH AND NEW ENGLAND RAILROAD COMPANY.

Date of organization: April 2, 1895.
Under laws of what government or state organized: New Jersey and Pennsylvania.

DIRECTORS.

Names.	Official Address.
Wm. Jay Turner,	929 Chestnut street, Philadelphia, Pa.
Wm. B. Scott,	" "
W. W. Gibbs,	" "
W. W. Kurtz,	" "
John W. Moffley,	" "
Morris Pfaelzer,	" "
Conrad Miller,	Nazareth, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	Wm. Jay Turney,	929 Chestnut st., Philadelphia.
Vice President,	Wm. B. Scott,	" "
Secretary,	J. R. Sagee,	" "
Treasurer,	F. S. Fowler,	Pen Argyl, Pa.
General Solicitor,	Wm. J. Turner,	929 Chestnut st., Philadelphia.
Auditor,	F. S. Fowler,	Pen Argyl, Pa.
General Manager,	J. R. Whitney,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Lehigh and New England Railroad,	Slatington, Pa.,	Hainesburg, N. J.,	34.42
	Swartswood, N. J.,	Liberty Corners, N. J.	21.20
	Howerton, Pa.,	Howerton Jc., Pa.,	.80
Campbell Hall Connecting Railroad Co.,	Liberty Corner, N. J.	Pine Island Jc., N. Y.	3.78
Pochuck Railroad Company,	A point between Wilcox and Liberty Cor.	Glenwood, N. J.,	4.30
Total mileage operated,			64.50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,483,125 08	Capital stock,	$750,000 00
Cost of equipment,	32,941 85	Funded debt,	751,000 00
Stocks owned,	1 00	Current liabilities,	152,180 03
Cash and current assets,	81,439 89		
Profit and loss,	55,622 21		
Grand total,	$1,653,180 03	Grand total,	$1,653,180 03

LEHIGH AND SUSQUEHANNA RAILROAD COMPANY.

Operated by Central Railroad Company of New Jersey, to which reference is made for all details of operation.

Under laws of what government or state organized: Pennsylvania.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line
	From—	To—			
Lehigh and Susquehanna.	Phillipsburg, N. J.	Union Jc., Pa.,	Central Railroad of New Jersey.	Lease,	105.33
Branches,					58.43
Total mileage,					163.76

LEHIGH VALLEY RAILROAD COMPANY.

Date of organization: September 20, 1847.

Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Edward T. Stotesbury,	Philadelphia, Pa.	Eben B. Thomas,	New York, N. Y.
Joseph Wharton,	"	George F. Baker,	"
Beauveau Borie,	"	J. Roger Maxwell,	"
Charles Steele,	New York, N. Y.	George F. Baer,	Philadelphia, Pa.
Irvin R. Stearns,	Wilkes-Barre, Pa.	Robert C. Lippincott,	"
Abram Nesbitt,	"	H. McK. Twombley,	New York, N. Y.

OFFICERS.

Title.	Name.	Official Address.
President,	Alfred Walter,	Philadelphia, Pa.
Secretary,	John R. Fanshaw,	"
Treasurer,	Wm. C. Alderson,	"
General Solicitor,	Henry S. Drinker,	New York, N. Y.
Comptroller,	Isaac McQuilken,	Philadelphia, Pa.
Chief Engineer,	Walter G. Berg,	New York, N. Y.
General Superintendent,	Rollin H. Wilber,	"

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
A. Lehigh Valley Railroad,	Phillipsburg, N. J.,	Mauch Chunk, Pa.,	45.35
	Mauch Chunk, Pa.,	Wilkes-Barre, Pa.,	53.59
	Fair View, Pa.,	Avoca, Pa.,	17.17
	Penn Haven Jc.,	Audenreid,	15.61
	Hazel Cr. Jc.,	Cranberry Jc.,	8.84
	Lumber Yard,	Sandy Run,	7.60
	Pink Ash Jc.,	Harleigh,	7.72
	Black Creek Jc.,	Mt. Carmel, Pa.,	33.54
	Park Place,	Berry, Pa.,	5.32
	Kohnloor Jc.,	Ashland, Pa.,	7.14
	New Boston,	Tomhicken, Pa.,	25.41
			223.39
B. Lehigh Valley Railroad.			
Lehigh Division,	Various,	Branches,	14.66
Wyoming Division,	Various,	Branches,	13.83
Beaver Meadow Branch,	Various Mine,	Branches,	4.28
Hazleton Division,	Various,	Branches,	14.89
Highland Branch,	Various,	Branches,	6.11
Ebervale Branch,	Colliery Br.,	Branches,	5.53
Mahanoy Division,	Colliery Br.,	Branches,	17.45
Ashland Branch,	Colliery Br.,	Branches,	1.43
New Boston Branch,	Colliery Br.,	Branches,	7.15
2. Pennsylvania and New York Canal and Railroad Company.	Wilkes-Barre, Pa.,	N. Y. State Line,	138.66
Wilkes-Barre and Harveys Lake Railroad.	Luzerne, Pa.,	Shawanese Lake,	15.18
Loyalsock Railroad,	Shawanese Lake,	Bernice,	35.28
Schuylkill and Lehigh Valley Railroad,	Lizard Creek Jc.,	Blackwood, Pa.,	41.68
Montrose Railway,	Tunkhannock, Pa.,	Montrose, Pa.,	27.22
Eastern and Northern Extension,	At Easton, Pa.,		4.65
Rochester Southern Extension,	Rochester, N. Y.,	Hemlock, N. Y.,	30.25
The Lehigh Valley Railway,	Penna. State Line,	Buffalo, N. Y.,	280.86
Waverly and State Line Railroad,	Penna. State Line,	Waverly, N. Y.,	.41
Elmira, Cortland and Northern Railroad.	Elmira, N. Y.,	Canastota, N. Y.,	118.49
Canastota Northern Railroad,	Canastota,	Camden, N. Y.,	20.65
Middlesex Valley Railroad,	Geneva, N. Y.,	Naples, N. Y.,	29.43
Depew and Tonawanda Railroad,	Depew Junc., N. Y.,	Tonawanda Jc.,	10.56
Senaca County Railway,	Geneva Jc., N. Y.,	Seneca Falls, N. Y.,	8.11
Lehigh Valley Terminal Railway,	Jersey City, N. J.,	So. Plainfield, N. J.,	28.10
Easton and Amboy Railroad,	Perth Amboy, N. J.,	Phillipsburg, N. J.,	69.07
Pittstown Branch Railway,	Lansdowne, N. J.,	Pittston, N. J.,	4.02
Perth Amboy and Raritan Railway,	Raritan Jc.,	End of line,	6.16
Middlesex Railway,	E. & A. R. R.,	Perth Amboy, N. J.,	.34
Jersey City Belt Line Railway,	Branch No. 2,	Jersey City, N. J.,	.22
Greenville and Hudson Railway,	Jersey City, N. J.,	Jersey City, N. J.,	1.88
			869.93
3. State Line and Sullivan Railroad,	Monoeton, N. J.,	Bernice Pa.,	24.06
Lehigh and New York Railroad,	State Line, Pa.,	No. Fair Haven, N. Y.	115.37
			139.43

PROPERTY OPERATED—Continued.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Operated Under Contract.			
4. Willards Branch,	Hayt's Corners, N. Y.	Willard, N. Y.,	3.82
Operated Under Trackage Rights.			
5. Central Railroad of New Jersey,	Crellen Jc., N. J.,	Sandy Run Jc.,	5.91
Pennsylvania Railroad,	Spring Garden Jc.,	Pottsville, Pa.,	4.20
Pennsylvania Railroad,	West Newark Jc.,	Jersey City, Pa.,	9.40
Barclay Railroad,	Towanda, Pa.,	Monroeton, Pa.,	4.00
Philadelphia and Erie Railroad,	Pottsville, Pa.,	New Boston Jc.,	10.90
New York Central and Hudson River Railroad.	Tonawanda Jc., N. J.	Suspension Br., N. Y.	14.96
National Docks Railway,	Constable Jc., N. J.,	Edgewater, N. J.,	2.71
New York, Ontario and Western Railroad.	Sylvan Junction,		.10
National Docks Railway,	Constable Jc., N. J.,	Const. Hook, N. J.,	3.06
Total mileage operated,			1,387.38

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$18,639,291 95	Capital stock,	$40,441,100 00
Cost of equipment,	19,018,419 98	Funded debt,	46,975,000 00
Stocks owned,	27,963,934 63	Current liabilities,	4,425,407 09
Bonds owned,	10,822,109 17	Real estate mortgages,	214,520 91
Other permanent investments,	7,550,078 30	Accrued interest on funded debt not yet payable,	794,786 61
Lands owned,	1,196,156 96	Sundries,	7,289,637 96
Cash and current assets,	5,614,721 02		
Other assets:			
Equipment trust payments,	4,471,285 44		
Materials and supplies,	2,183,274 08		
Sundries,	1,512,872 59		
Profit and loss,	1,178,258 44		
Grand total,	$100,140,402 56	Grand total,	$100,140,402 56

LEWISBURG AND BUFFALO VALLEY RAILROAD COMPANY.

Date of organization: May 10, 1897.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Monroe H. Kulp,	Shamokin, Pa.	H. W. Shuman,	Shamokin, Pa.
G. Gilbert Kulp,	"	W. J. Wiest,	"
D. C. Kaseman,	"	M. S. Leisenring,	Upper Lehigh, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	Monroe H. Kulp,	Shamokin, Pa.
Vice President,	G. Gilbert Kulp,	"
Secretary and Treasurer,	D. C. Kaseman,	"
General Solicitor,	S. P. Wolverton,	Sunbury, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Lewisburg and Buffalo Valley Railroad Company.	Lewisburg, Pa.,	Kulps, Pa.,	15.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$20,000 00	Capital stock,	$30,000 00
Cost of equipment,	10,000 00	Funded debt,	18,500 00
Cash and current assets,	18,500 00		
Grand total,	$48,500 00	Grand total,	$48,500 00

LEWISBURG AND TYRONE RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: December 31, 1879.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Samuel Rea,	Philadelphia, Pa.	William H. Barnes,	Philadelphia, Pa.
James B. Coburn,	Aaronsburg, Pa.	Charles E. Pugh,	"
S. C. Stewart,	Tyrone, Pa.	William A. Patton,	"
N. Parker Shortridge,	Wynnewood, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	James R. McClure,	"
Treasurer,	J. S. Vanzandt,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Lewisburg and Tyrone R. R. Co.	Tyrone, Pa.,	Fairbrook, Pa.,	Pennsylvania R. R. Co.	Lease,	19.90
	Fairbrook, Pa.,	Scotia, Pa.,			5.30
	Juiniata Jc., Pa	Juniata, Pa.,			2.08
	Montandon, Pa.	Lemont, Pa.,			57.60
	Susquehanna River Bridge.	Lewisburg, Pa.,			.24
Total mileage,					85.12

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,567,187 94	Capital stock,	$1,200,000 00
Cash and current assets,	23,678 49	Funded debt,	294,174 65
		Current liabilities,	36,771 82
		Profit and loss,	59,919 96
Grand total,	$1,590,866 43	Grand total,	$1,590,866 43

LIGONIER VALLEY RAILROAD COMPANY.

Date of organization: April 29, 1871.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Thos. Mellon,	Pittsburg, Pa.	T. A. Mellon,	Pittsburg, Pa.
James P. Mellon,	"	E. P. Mellon,	"
Andrew W. Mellon,	"	George Senft,	Ligonier, Pa.
Richard B. Mellon,	"	W. S. Mitchell,	Pittsburg, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	James R. Mellon,	Pittsburg, Pa.
Secretary,	A. W. Mellon,	"
Treasurer,	R. B. Mellon,	"
Attorney or General Counsel,	E. E. Robbbins,	Greensburg, Pa.
Auditor,	T. A. Mellon,	Pittsburg, Pa.
General Manager,	Geo. Senft,	Ligonier, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Ligonier Valley Railroad Company,	Latrobe,	Ligonier,	11.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$256,259 36	Capital stock,	$160,000 00
Cost of equipment,	30,440 20	Funded debt,	75,000 00
Cash and current assets,	13,574 30	Profit and loss,	65,273 86
Grand total,	$300,273 86	Grand total,	$300,273 86

LITTLE SCHUYLKILL NAVIGATION RAILROAD AND COAL COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: October 15, 1829.
Under laws of what government or state organized: Pennsylvania.

MANAGERS.

Names.	Official Address.	Names.	Official Address.
Chas. Edw. Ingersoll,	Philadelphia, Pa.	Beauveau Borie,	Philadelphia, Pa.
David Reeves,	"	Norton Downs,	"
Henry P. McKean,	"	Alexander W. Wister,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Carroll T. Tyson,	Philadelphia, Pa.
Secretary and Treasurer,	Joseph Lapsley Wilson,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Little Schuylkill Navigation Railroad and Coal Company.	Port Clinton,	Tamanend,	Philadelphia and Reading Railway Company.	Lease,	28.10
	Tamaqua,	Newkirk,		Lease,	1.50
	Tamaqua,	Greenwood,			1.50
East Mahanoy,	East Mahanoy Junction.	Waste House Run, near Mahanoy City.			10.72
	East Mahanoy Tunnel.	Nesquehoni n g Valley R. R. Junction.		Lease,	3.38
Total mileage,					45.20

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2,405,942 75	Capital stock,	$2,457,850 00
Stocks owned,	86,350 00	Current liabilities,	3,353 44
Bonds owned,	27,810 00	Profit and loss,	96,757 65
Cash and current assets,	37,857 34		
Grand total,	$2,557,961 09	Grand total,	$2,557,961 09

LOYALSOCK RAILROAD COMPANY.

Operated by Lehigh Valley Railroad Company.
Date of organization: December 3, 1884.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Charles Hartshorne, ...	Philadelphia, Pa.	James K. Mosser, ...	Allentown, Pa.
Henry S. Drinker, ...	New York, N. Y.	Elisha P. Wilbur, ...	So. Bethlehem, Pa.
E. T. Stotesbury, ...	Philadelphia, Pa.	David G. Baird, ...	Philadelphia, Pa.

OFFICERS.

Title.	Name.	Official Address.
President, ...	Alfred Walter, ...	Philadelphia, Pa.
Secretary and Treasurer, ...	John R. Fanshawe, ...	"
Comptroller, ...	Isaac McQuilken, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Loyalsock Railroad	West of Shawanese Lake, Pa.	Bernice, Pa., ..	Lehigh Valley R. R. Co.	.....	30.80
Branches and spurs	Rickett, ...	Ganoga, ...	.....	Stock ownership.	3.85
Branches and spurs	Lopez, ...	End of Thorndale branch.	.....	.....	.63
Total mileage,	.....	.....	.....	.....	35.28

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$460,846 60	Capital stock, ...	$300,000 00
		Current liabilities, ...	160,846 60
Grand total, ...	$460,846 60	Grand total, ...	$460,846 60

LYKENS VALLEY RAILROAD AND COAL COMPANY.

Operated by Northern Central Railroad Company.

Date of organization: Organization was made some time in the years 1830 to 1833, inclusive. Records of that period are not in possession of present officers.

Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
William A. Nash, ...	New York, N. Y.	Chas. P. Sinnickson, .	Philadelphia, Pa.
John W. Hoffman, ...	Philadelphia, Pa.	Henry E. Pierpont, ...	Brooklyn, N. Y.
Isaac H. Platt, ...	Bryn Mawr, Pa.	Warren B. Nash, ...	New York, N. Y.
Fredric J. Middlebrook,	New York, N. Y.		

OFFICERS.

Title.	Name.	Official Address.
President, ...	William A. Nash, ...	13 Williams st., New York, N. Y.
Vice President, ...	John W. Hoffman, ...	15th and Market sts., Philada.
Secretary and Treasurer, ...	Charles Emmet, ...	13 Williams st., New York, N. Y.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Lykens Valley Railroad and Coal Co.	Millersburg, Pa.	Williamstown,	Leased to the Northern Central Ry. Co. of Penn'a since April 20, 1896.	Lease, ...	19.70

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$578,767 24	Capiatl stock, ...	$600,000 00
Cost of equipment, ...	17,000 00	Profit and loss, ...	9,315 41
Stocks owned, ...	8,991 36		
Bonds owned, ...	4,000 00		
Cash and current assets, ...	5,556 81		
Grand total, ...	$609,315 41	Grand total, ...	$609,315 41

McKEESPORT CONNECTING RAILROAD COMPANY.

Date of organization: March 20, 1889.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
E. C. Converse, ...	New York, N. Y.	F. J. Hewme, ...	Pittsburg, Pa.
Wm. B. Schiller, ...	Pittsburg, Pa.	J. F. Townsend, ...	"
C. I. O'Connor, ...	"	Peter Boyd, ...	"
W. N. Martin, ...	"		

OFFICERS.

Title.	Name.	Official Address.
President, ...	Wm. B. Schiller, ...	Pittsburg, Pa.
Vice President, ...	F. J. Hewme, ...	"
Secretary and Treasurer, ...	A. F. Stewart, ...	"
Attorney or General Counsel, ...	W. B. Rogers, ...	"
Auditor, ...	R. B. Vincent, ...	McKeesport, Pa.
General Manager, ...	Taylor Allderdice, ...	"
Chief Engineer, ...	G. N. Riley, ...	Pittsburg, Pa.
General Superintendent, ...	Peter Boyd, ...	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
McKeesport Connecting Railroad Co., ..	McKeesport, Pa., ...	Port Perry, Pa., ...	.58

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$19,142 16	Capital stock, ...	$40,000 00
Cost of equipment, ...	40,007 49	Current liabilities, ...	28,286 08
Cash and current assets, ...	17,366 84	Profit and loss, ...	8,231 41
Grand total, ...	$76,517 49	Grand total, ...	$76,517 49

McKEESPORT TERMINAL RAILROAD COMPANY.

Date of organization: July 20, 1896.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Richard G. Wood, ...	McKeesport, Pa.	John A. Topping, ...	New York, N. Y.
Wm. T. Graham, ...	New York, N. Y.	Frederick S. Wheeler,.	"
Wallace P. Bache, ...	"		

OFFICERS.

Title.	Name.	Official Address.
President, ...	Richard G. Wood, ...	McKeesport, Pa.
Vice President, ...	Wallace P. Bache, ...	New York, N. Y.
Secretary and Treasurer, ...	Frederick S. Wheeler, ...	"
Auditor, ...	Isaac M. Scott, ...	"
General Superintendent, ...	P. F. Smith, ...	McKeesport, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
McKeesport Terminal Railroad Co., ...	Penna. R. R. Co., ..	Third avenue and Blackberry.	.44
McKeesport Terminal Railroad Co., ...	B. & O. R. R. Co., ..	Penna. Railroad and Main Line.	.12
Total mileage operated, ...	.....	.....	.56

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$10,554 97	Capital stock, ...	$12,000 00
Cost of equipment, ...	9,700 00	Profit and loss, ...	8,254 97
Grand total, ...	$20,254 97	Grand total, ...	$20,254 97

MAHONING STATE LINE RAILROAD COMPANY.

Operated by Pittsburg and Lake Erie Railroad Company.
Date of organization: August 10, 1891.
Under laws of what government or state organized: Ohio.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
John G. Robinson, ...	Pittsburg, Pa.	Robert Bentley, ...	Youngstown, O.
H. J. McElhaney, ...	"	F. Hitchock, ...	"
W. C. Runyon, ...	Cleveland, O.	E. L. Ford, ...	"
J. A. Campbell, ...	Youngstown, O.	H. B. Shields, ...	"
George D. Wick, ...	"	Myron Wood, ...	"
W. E. Taylor, ...	"	Jas. P. Kennedy, ...	"
J. T. Taylor, ...	"		

OFFICERS.

Title.	Name.	Official Address.
President, ...	John G. Robinson, ...	Pittsburg, Pa.
Secretary, ...	H. J. McElhaney, ...	"
Treasurer, ...	John G. Robinson, ...	"
Auditor, ...	C. H. Bronson, ...	"
Chief Engineer, ...	J. A. Atwood, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Mahoning State Line Railroad.	Bentley, O., ...	Shaw Jc., Pa.,	Pittsburg and Lake Erie R. R. Co.	Lease, ...	3.16

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$111,707 84	Capital stock, ...	$100,000 00
		Current liabilities, ...	11,707 84
Grand total, ...	$111,707 84	Grand total, ...	$111,707 84

MAHONING VALLEY RAILROAD COMPANY.

Operated by Buffalo, Rochester and Pittsburg Railway Company.
Date of organization: October 14, 1899.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
A. Iselin, Jr., ...	New York, N. Y.	J. N. Atwell, Jr., ...	Ridgway, Pa.
C. O. D. Iselin, ...	"	J. H. Hocart, ...	New York, N. Y.
C. H. McCauley, ...	Ridgway, Pa.	J. G. Whitmore, ...	Ridgway, Pa.
C. H. McCauley, Jr., ..	"	G. D. Childs, ...	"
J. M. Grosch, ...	"	M. K. Williams, ...	"
S. A. Rote, ...	"		

OFFICERS.

Title.	Name.	Official Address.
President, ...	C. H. McCauley, ...	Ridgway, Pa.
Secretary, ...	John G. Whitmore, ...	"
Treasurer and Auditor, ...	John F. Dinkey, ...	Rochester, N. Y.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Mahoning Valley Railroad Company.	Helvetia, Pa.,..	Stanley, Pa.,...	Buffalo, Rochester and Pittsburg Railway Company.	Lease, ...	1.89

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$72,290 30	Capital stock, ...	$45,000 00
Cost of equipment, ...	186,861 64	Current liabilities, ...	218,914 84
Cash and current assets, ...	7,262 90	Profit and loss, ...	2,500 00
Grand total, ...	$266,414 84	Grand total, ...	$266,414 84

MARYLAND AND PENNSYLVANIA RAILROAD COMPANY.

Date of organization: February 14, 1901.
Under laws of what government or state organized: Pennsylvania and Maryland.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
John Wilson Brown, ..	Baltimore, Md.	Solomon Frank, ...	Baltimore, Md.
W. W. Spence, ...	"	Howard E. Young, ...	"
Walter B. Brooks, Jr.,	"	John K. Cowen, ...	"
Geo. C. Jenkins, ...	"	Henry C. Niles, ...	York, Pa.
John W. Hall, ...	"		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board, ...	John Wilson Brown, ...	Baltimore, Md.
President, ...	J. Wilson Brown, ...	"
First Vice President, ...	W. W. Spence, ...	"
Second Vice President, ...	Walter B. Brooks, ...	"
Secretary and Treasurer, ...	John McHenry, ...	"
Attorney or General Counsel, ...	Browne & Brune, ...	"
Auditor, ...	John K. Shimer, ...	"
General Manager, ...	J. S. Norris, ...	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Maryland and Pennsylvania Railroad, ..	Baltimore, Md., ...	York, Pa., ...	78.40
	South Delta, ...	Peach Bottom, ...	5.80
	Dallastown Junc., ..	Dallastown, ...	1.00
Total mileage operated, ...	.....	.....	85.20

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$3,182,291 90	Capital stock, ...	$1,602,500 00
Cost of equipment, ...	38,477 44	Funded debt, ...	1,699,950 00
Cash and current assets, ...	136,699 11	Current liabilities, ...	27,464 40
Other assets:		Accrued interest on funded debt not yet payable, ...	18,614 19
Materials and supplies, ...	8,439 56	Profit and loss, ...	17,379 43
Grand total, ...	$3,365,908 01	Grand total, ...	$3,365,908 01

MEAD RUN RAILROAD COMPANY.

Operated by Mt. Jewett, Kinzua and Riterville Railroad Company.
Date of organization: April 30, 1897.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Thomas L. Kane, ...	Kane, Pa.	A. E. Foster, ...	Kushequa, Pa.
C. D. Lamb, ...	Kushequa, Pa.	LeJune Rose, ...	"
R. B. Cody, ...	"	T. E. Moulton, ...	"

OFFICERS.

Title.	Name.	Official Address.
President, ...	Elisha K. Kane, ...	Kushequa, Pa.
Secretary, ...	LeJune Kepler, ...	"
Treasurer, ...	Z. E. Kane, ...	"
Auditor, ...	C. D. Lamb, ...	"
Chief Engineer, ...	G. H. Lyon, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Mead Run Railroad.	Mt. Jewett, ...	Last Camp, ...	Mt. Jewett, Kinzua and Riterville R. R. Co.	Lease, ...	10.11

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$37,254 34	Capital stock, ...	$45,950 00
Cost of equipment, ...	7,743 95	Current liabilities, ...	6,500 00
Cash and current assets, ...	21,715 79	Profit and loss, ...	14,264 08
Grand total, ...	$66,714 08	Grand total, ...	$66,714 08

MEADVILLE, CONNEAUT LAKE AND LINESVILLE RAILROAD COMPANY.

Operated by Bessemer and Lake Erie Railroad Company.
Date of organization: June 27, 1891.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
R. A. Franks, ...	Pittsburg, Pa.	John E. Reynolds, ...	Meadville, Pa.
W. W. Blackburn, ...	"	Daniel Moore, ...	"
A. C. Huidekoper, ...	Meadville, Pa.	E. S. Templeton, ...	Greenville, Pa.
Edgar Huidekoper, ...	"		

OFFICERS.

Title.	Name.	Official Address.
President, ...	R. A. Franks, ...	Pittsburg, Pa.
Secretary and Treasurer, ...	John E. Reynolds, ...	Meadville, Pa.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Meadville, Conneaut Lake and Linesville R. R.	Meadville, ...	Linesville, ...	Pittsburg, Bessemer and Lake Erie Railroad.	Lease, ...	21.50
	Exposition, Pa.,	Branch, ...	.....	.....	1.20
	Vallonia, ...	Branch, ...	.....	.....	1.20
Total mileage,	.....	.....	.....	.....	23.90

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$400,000 00	Capital stock, ...	$200,000 00
		Funded debt, ...	200,000 00
Grand total, ...	$400,000 00	Grand total, ...	$400,000 00

MEDIX RUN RAILROAD COMPANY.

Date of organization: February 7, 1895.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Geo. E. Dodge,	New York, N. Y.	G. H. Rhodes,	Tobyhanna Mills, Pa.
J. H. Price,	Medix Run, Pa.	G. W. Huntley,	Driftwood, Pa.
Isaac S. Case,	Tobyhanna Mills, Pa.	J. S. Purdy,	Medix Run, Pa.
N. S. Brittain,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	G. E. Dodge,	New York, N. Y.
Secretary,	Wm. J. Hunt,	"
Treasurer,	J. H. Price,	Medix Run, Pa.
Auditor,	J. S. Purdy,	"
Chief Engineer,	A. H. Schaffer,	Emporium, Pa.
General Superintendent,	J. H. Price,	Medix Run, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Medix Run Railroad,	Medix Run, Pa.,	Huntley's Camp,	8.00
Spur,	Maine Line,	Mill and Tannery,	.50
Total mileage operated,			8.50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$54,247 23	Capital stock,	$70,200 00
Cost of equipment,	12,057 96	Current liabilities,	11,671 27
Other assets:			
Materials and supplies,	40 00		
Profit and loss,	15,526 08		
Grand total,	$81,871 27	Grand total,	$81,871 27

MIDDLETOWN AND HUMMELSTOWN RAILROAD COMPANY.

Date of organization: July 31, 1888.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Theodore Voorhees, ...	Philadelphia, Pa.	George Zeigler, ...	Philadelphia, Pa.
D. Jones, ...	"	I. A. Sweigard, ...	"
James M. Landis, ...	"	B. H. Ball, ...	"
W. G. Brown, ...	"	J. D. Landis, ...	"
C. K. Klink, ...	"		

OFFICERS.

Title.	Name.	Official Address.
President, ...	Joseph S. Harris, ...	Philadelphia, Pa.
Secretary, ...	W. R. Taylor, ...	"
Treasurer, ...	W. A. Church, ...	"
Comptroller, ...	D. Jones, ...	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Middletown and Hummelstown Railroad Company.	Middletown, Pa., ...	Hummelstown, Pa.,..	6.35

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$187,592 93	Capital stock	$175,000 00
Cash and current assets, ...	2,202 25	Current liabilities, ...	34,513 09
Profit and loss, ...	19,834 56	Real estate mortgages, ...	116 65
Grand total, ...	$209,629 74	Grand total, ...	$209,629 74

MILL CREEK AND MINE HILL NAVIGATION AND RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: February 7, 1828.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
George F. Baer, ...	Philadelphia, Pa.	W. R. Taylor, ...	Philadelphia, Pa.
John Lowber Welsh, ..	"	D. Jones, ...	"
Theodore Voorhees, ...	"	James M. Landis, ...	"

OFFICERS.

Title.	Name.	Official Address.
President, ...	Joseph S. Harris, ...	Philadelphia, Pa.
Secretary, ...	W. R. Taylor, ...	"
Treasurer, ...	W. A. Church, ...	"
Comptroller, ...	D. Jones, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what Kind of contract operated.	Miles of line.
	From—	To—			
Mill Creek and Mine Hill Navigation and R. R. Co.	Mill Creek Jc.,	New Castle, Pa.	Philadelphia and Reading Railway.	Lease, ...	3.81

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$323,045 00	Capital stock, ...	$323,375 00
Cash and current assets, ...	21,045 82	Current liabilities, ...	17,760 00
		Profit and loss, ...	2,955 82
Grand total, ...	$344,090 82	Grand total, ...	$344,090 82

MILLERSBURG RAILROAD COMPANY.

Operated by Pennsylvania and North Western Railroad Company.
Date of organization: September 18, 1899.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
F. S. Lewis,	Philadelphia, Pa.	E. J. Strain,	Philadelphia, Pa.
H. C. Middleton,	"	B. H. Taylor,	"
E. L. Myers,	"	G. W. Young,	"
C. D. Sanger,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	F. S. Lewis,	Philadelphia, Pa.
Secretary and Treasurer,	C. D. Sanger,	"
Chief Engineer,	C. F. Moore,	Bellwood, Pa.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Millersburg R. R.,	Anita,	McLeavys, Mines.	Penna. & North Western R. R. Co.	Ownership of stock.	1.39

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$59,674 85	Capital stock,	$20,000 00
		Current liabilities,	39,674 85
Grand total,	$59,674 85	Grand total,	$59,674 85

MINE HILL AND SCHUYLKILL HAVEN RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: March 24, 1828.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.
Benjamin H. Shoenmaker,	205 N. 4th St., Philadelphia, Pa.
Frederick Fraley,	1000 Walnut St., Philadelphia, Pa.
John W. Biddle,	119 S. 4th St., Philadelphia, Pa.
Alfred Jones,	Germantown, Pa.
James G. McCollins,	506 Marshall St., Philadelphia, Pa.
Barclay R. Leeds,	3221 N. 17th St., Philadelphia, Pa.
Philip C. Garrett,	Logan, Pa.
John S. Jenks,	Fourth and Chestnut St., Philadelphia, Pa.
Thomas McKean, Jr.,	1923 Walnut St., Philadelphia, Pa.
David J. Brown,	Church Lane, Germantown, Pa.
Charles Roberts,	1716 Arch St., Philadelphia, Pa.

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board and President,	Benj. H. Shoemaker,	119 S. 4th St., Phila., Pa.
Secretary,	James G. McCollins,	"
Treasurer,	John W. Biddle,	"
Attorney or General Counsel,	Price & Martin,	709 Walnut St., Phila.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Mine Hill and Schuylkill Haven Railraod.	Schuylkill Haven.	Locust Gap, Tremont, New Lincoln.	Phila. & Reading Railway Co.	.....	51.80

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$4,165,572 49	Capital stock,	$4,210,200 00
Bonds owned,	408,600 00	Current liabilities,	3,115 88
Cash and current assets,	14,871 44	Contingent fund,	408,000 00
Profit and loss,	32,871 95		
Grand total,	$4,621,315 88	Grand total,	$4,621,315 88

MOHNSVILLE AND ADAMSTOWN RAILROAD COMPANY.

Date of organization: May 29, 1894.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
L. T. Custer,	Reading, Pa.	Henry C. Geissler,	Reading, Pa.
Esaias Billingfelt,	"	G. Fred. Mertz,	"
Henry G. Mohn,	"	J. W. Shepp,	"
John Zerbe,	"	W. Van Reed,	"
Elmer E. Billingfelt,	"	J. B. Sterley,	"
S. W. Miller,	"	V. S. Seltzer,	"
Isaac S. Spatz,	"		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board and President,	L. F. Custer,	Reading, Pa.
Secretary and Treasurer,	V. S. Seltzer,	"
General Manager,	J. H. Passmore,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Mohnsville and Adamstown Railroad Company.	Mohnsville,	Adamstown,	8.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$72,875 98	Capital stock,	$22,992 00
Cash and current assets,	75 00	Funded debt,	49,860 46
Profit and loss,	5,182 57	Current liabilities,	5,281 09
Grand total,	$78,133 55	Grand total,	$78,133 55

MOOSIC MOUNTAIN AND CARBONDALE RAILROAD COMPANY.

Operated by Erie Railway Company.
Date of organization: February 15, 1887.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.
G. M. Cummings,	P. O. Box No. 839, New York City.
G. W. Dowe,	117 Green St., Jersey City, N. J.
M. S. Terwilliger,	Susquehanna, Pa.
W. A. May,	Dunmore, Pa.
J. A. Middleton,	P. O. Box 839, New York City.

OFFICERS.

Title.	Name.	Official Address.
President,	W. A. May,	Dunmore, Pa.
First Vice President,	E. B. Thomas,	New York, N. Y.
Secretary,	J. A. Middleton,	"
Treasurer,	J. W. Platten,	"
Assistant Secretary,	L. D. Smith,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Moosic Mountain and Carbondale Railroad.	Winton,	Marshwood, Pa.	Erie Railroad,		4.21

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$150,000 00	Capital stock,	$150,000 00
Grand total,	$150,000 00	Grand total,	$150,000 00

MONONGAHELA CONNECTING RAILROAD COMPANY.

Date of organization: March 31, 1885.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
B. F. Jones,	Pittsburg, Pa.	J. B. Laughlin,	Pittsburg, Pa.
W. W. Willock,	"	W. C. Moreland,	"
W. L. King,	"	Irwin B. Laughlin,	"
Wm. Larimer Jones,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	B. F. Jones, Jr.,	Pittsburg, Pa.
Vice President,	W. W. Willock,	"
Secretary and Treasurer,	W. C. Moreland,	"
Assistant Secretary and Treasurer,	John L. Moore,	"
General Counsel,	John D. McKennan,	"
Auditor,	John L. Moore,	"
General Manager,	W. W. Willock,	"
General Superintendent,	Frank McCune,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Main Line and Branches,			5.26

GENERAL BALANCE SHEET

Assets	Total	Liabilities	Total
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
Railroad and equipment	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]
		[illegible]	[illegible]
Grand total	[illegible]	Grand total	[illegible]

MONONGAHELA AND WASHINGTON RAILROAD COMPANY.

Organized in Pennsylvania [illegible]
Date of organization [illegible]
Under laws of [illegible] of State of Pennsylvania

DIRECTORS

Name	Post office address	Name	Post office address
W. S. Rates	Pittsburgh, Pa.	[illegible]	Washington, Pa.
[illegible]	Washington, Pa.	[illegible]	New York, N. Y.
N. F. Shortridge	Philadelphia, Pa.	[illegible]	Philadelphia, Pa.

OFFICERS

Title	Name	Post office address
President	[illegible]	Philadelphia, Pa.
[illegible]	[illegible]	"
Treasurer	[illegible]	"
Chief Engineer	[illegible]	"

PROPERTY LEASED TO OTHERS AND OPERATED BY OTHERS

Name	Terminals		Property leased	Miles of line
	From	To		
[illegible]	[illegible], Pa.	[illegible], Pa.	[illegible]	[illegible]

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$518,420 86	Capital stock,	$110,000 00
Cash and current assets,	330 39	Current liabilities,	417,912 68
Profit and loss,	9,161 43		
Grand total,	$527,912 68	Grand total,	$527,912 68

MONT ALTO RAILROAD COMPANY.

Operated by Cumberland Valley Railroad Company.
Date of organization: November 14, 1871.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
M. C. Kennedy,	Chambersburg, Pa.	A. E. Price,	Waynesboro, Pa.
Hastings Gehr,	"	Ezra Frick,	"
A. H. Strickler,	Waynesboro, Pa.	S. B. Rinehart,	"
G. W. Smith,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	M. C. Kennedy,	Chambersburg, Pa.
Secretary and Treasurer,	E. B. Wiestling,	"
Auditor,	W. L. Ritchey,	"
General Superintendent,	J. F. Boyd,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Mont Alto Railroad.	Junction with C. V. R. R.	Waynesboro, Pa.	Cumberland Valley R. R.	Lease,	17.90

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$251,685 63	Capital stock,	$110,000 00
Cost of equipment,	16,795 25	Funded debt,	125,000 00
Profit and loss,	163,606 26	Current liabilities,	197,087 14
Grand total,	$432,087 14	Grand total,	$432,087 14

MONTOUR RAILROAD COMPANY.

Date of organization: September, 1877.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
U. A. Andrews,	Pittsburg, Pa.	F. L. Robbins,	Pittsburg, Pa.
A. M. Neeper,	"	C. W. Baine,	"
F. M. Osborne,	"	G. W. Schuederberg,	"

OFFICERS.

Title.	Name.	Official Address.
President,	F. L. Robbins,	Pittsburg, Pa.
First Vice President,	F. M. Osborne,	"
Second Vice President,	J. D. Nicholson,	"
Secretary,	C. W. Baine,	"
Treasurer,	U. A. Andrews,	"
Attorney or General Counsel,	A. M. Neeper,	"
Auditor,	C. W. Baine,	"
General Manager,	G. W. Schluederberg,	"
Chief Engineer,	E. J. Taylor,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Montour Railroad,	Montour Jct., Pa.,	North Star, Pa.,	13.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$138,223 45	Capital stock,	$100,000 00
Cost of equipment,	97,370 71	Current liabilities,	14,182 25
Cash and current assets,	5,660 74	Profit and loss,	127,072 65
Grand total,	$241,254 90	Grand total,	$241,254 90

MONTROSE RAILROAD COMPANY.

Operated by Lehigh Valley Railroad Company.
Date of organization: April 30, 1871.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Charles Hartshorne,	Philadelphia, Pa.	J. F. Schaperkotter,	New York, N. Y.
E. T. Stotesbury,	"	W. E. Little,	Tunkhannock, Pa.
John R. Fanshawe,	"	Charles R. Sayre,	Montrose, Pa.
David G. Beard,	"	M. S. Dessauer,	"
Henry S. Drinker,	New York, N. Y.	J. M. Jeffers,	"
		Ruel E. Billings,	Tunkhannock, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	Alfred Walter,	Philadelphia, Pa.
Secretary,	David G. Baird,	"
Treasurer,	Wm. C. Alderson,	"
Comptroller,	Isaac McQuilkin,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Montrose Railway Company.	Tunkhannock, Pa.	Montrose, Pa.,	Lehigh Valley Railroad Co.	Stock ownership.	27.32

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$332,486 18	Capital stock,	$304,900 00
Cost of equipment,	13,435 00	Capital stock, part paid,	2,527 21
		Current liabilities,	11,643 59
		Profit and loss,	26,850 38
Grand total,	$345,921 18	Grand total,	$345,921 18

MOUNT CARBON AND PORT CARBON RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: July 16, 1842.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Theodore Voorhees,	Philadelphia, Pa.	W. R. Taylor,	Philadelphia, Pa.
D. Jones,	"	George F. Baer,	"
James M. Landis,	"	J. Lowber Welsh,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	"
Treasurer,	W. A. Church,	"
Comptroller,	D. Jones,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Mount Carbon and Port Carbon R. R.	Mount Carbon,	Port Carbon,	Philadelphia and Reading Railway Co.	Lease,	2.50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$282,815 45	Capital stock,	$282 3'0 00
Cash and current assets,	22,327 88	Current liabilities,	17,804 54
		Profit and loss,	4,988 79
Grand total,	$305,143 33	Grand total,	$305,143 33

MOUNT CARMEL AND NATALIE RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: March, 1891.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
N. Taylor,	New York, N. Y.	J. Frank Case,	New York, N. Y.
J. G. Case,	"	S. Hartwell,	"
G. W. Moon,	"	D. J. Sullivan,	"
T. S. Vincent,	Natalie, Pa.		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board and President,	N. Taylor,	Natalie, Pa.
First Vice President,	J. G. Case,	183 Broadway, New York, N. Y.
Secretary,	J. G. Case,	" "
Treasurer,	F. P. Dietrick,	Natalie, Pa.
Attorney or General Counsel,	Geo. W. Moore,	183 Broadway, New York, N. Y.
General Manager,	Henry Vincent,	Natalie, Pa.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Mt. Carmel and Natalie Railroad Co.	Alaska, Pa., ..	Natalie, Pa., ..	Philadelphia and Reading Railway Co.	Division of tolls.	7.50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$124,249 30	Capital stock,	$175,000 00
Cash and current assets,	474,132 26	Funded debt,	175,000 00
Profit and loss,	62,825 70	Current liabilities,	311,207 26
Grand total,	$661,207 26	Grand total,	$661,207 26

MOUNT JEWETT, KINZUA AND RITERVILLE RAILROAD COMPANY.

Date of organization: April 27, 1889.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Elisha K. Kane,	Kushequa, Pa.	C. D. Lamb,	Kushequa, Pa.
G. C. Burch,	"	Z. E. Kane,	"
N. C. Cody,	"	J. L. Cunningham,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Elisha K. Kane,	Kushequa, Pa.
Secretary,	N. C. Cody,	"
Treasurer,	Z. E. Kane,	"
Auditor,	C. D. Lamb,	"
Chief Engineer,	G. H. Lyon,	Ormsby, Pa.
General Superintendent,	Thomas L. Kane,	Kinzua, Pa.

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Mt. Jewett, Kinzua and Riterville Railroad.	Mt. Jewett,	Camp Halsey,	5.00
	Kushequa,	Gaffneys,	1.17
	Kushequa,	Chemical Works,	.50
	Kushequa,	Clothes Pin Factory,	.75
	Kushequa,	Saw Mill,	.25
	Kushequa,	Planing Mill,	.07
	Kushequa,	Bans,	.23
Kinzua Hemlock Railroad,	Camp Halsey,	Westline,	8.50
	Main line,	Olivedale Chemical Works.	.25
	Main line,	Westline Chemical Works.	.25
Mead Run Railroad,	Mt. Jewett,	Last Camp,	10.11
Kushequa Railroad,	Gaffneys,	McKeon Hollow,	10.17
	McKeon Hollow Br.,		1.57
	Wallin Spur,		.87
Smethport Railroad,	McKean,	Smethport,	7.04
	Irons Hollow Br.,		.43
	Iron Hollow,	Essensac's,	.22
	Beaman's Hollow Br.		.37
Total mileage operated,			47.86

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$91,403 50	Capital stock,	$80,000 00
Stocks owned,	65,950 00	Funded debt,	20,000 00
Cash and current assets,	29,558 90	Current liabilities,	128,514 84
Other Assets:		Accrued interest on funded debt not yet payable,	300 00
Materials and supplies,	7,188 43		
Profit and loss,	34,714 01		
Grand total,	$228,814 84	Grand total,	$228,814 84

MOUNT PENN GRAVITY RAILROAD COMPANY.

Date of organization: April 26, 1889.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
J. G. Leimbach,	Reading, Pa.	M. B. McKnight,	Reading, Pa.
James Nolan,	"	Daniel H. Wingard,	"
S. E. Ancona,	"	Wm. R. McIlvain,	"
Jesse G. Hawley,	"	H. A. Muhlenberg,	"
Thomas P. Merritt,	"	John Barbey,	"
F. S. Livingood,	"	Ferdinand Goetz,	"

OFFICERS.

President.	Name.	Official Address.
President,	J. G. Leimbach,	Reading, Pa.
First Vice President,	Matthias Moyer,	"
Secretary and Treasurer,	F. S. Livingood,	"
General Manager,	J. A. Parker,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Mount Penn Gravity Railroad,	Mineral Spring Park Station, Pa.	Mineral Spring Park Station, Pa.	8.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$118,258 88	Capital stock,	$100,000 00
Cost of equipment,	33,476 52	Funded debt,	99,400 00
Cash and current assets,	7 54	Current liabilities,	12,577 02
Profit and loss,	60,234 08		
Grand total,	$211,977 02	Grand total,	$211,977 02

MT. PLEASANT AND BROADFORD RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: May 16, 1870.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
A. R. Banning,	Connellsville, Pa.	J. R. Jackson,	Pittsburg, Pa.
John D. Frisbee,	"	C. A. Painter,	"
O. P. Shupe,	Mt. Pleasant, Pa.	J. D. Callery,	"
S. L. Schoonmaker,	New York, N. Y.	A. P. Burchfield,	"
F. L. Robbins,	Pittsburg, Pa.	George Mesta,	"
F. D. Henry,	Pittsburg, Pa.	George J. Humbert,	Connellsville.

OFFICERS.

Title.	Name.	Official Address.
President,	John K. Cowan,	Baltimore, Md.
Secretary,	C. W. Woolford,	"
Treasurer,	J. V. McNeal,	"
Auditor,	G. W. Booth,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From —	To—			
Mt. Pleasant and Broad Ford Railroad Co.	Broad Ford, Pa.	Mt. Pleasant, Pa.	Baltimore and Ohio Railroad Co.	Lease,	9.70

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$210,168 21	Capital stock,	$150,450 00
Cash and current assets,	372,163 06	Profit and loss,	431,881 27
Grand total,	$582,331 27	Grand total,	$582,331 27

MOUNT PLEASANT AND LATROBE RAILROAD COMPANY.

Date of organization: August 20, 1881.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Thomas Lynch,	Greensburg, Pa.	Philip Keller,	Braddock Tp., Pa.
M. M. Bosworth,	Pittsburg, Pa.	C. H. Spencer,	Pittsburg, Pa.
W. C. Magee,	"	O. W. Kennedy,	Uniontown, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	W. F. McCook,	Pittsburg, Pa.
Secretary and Treasurer,	Philip Keller,	Braddock, Pa.
Attorney or General Counsel,	W. F. McCook,	Pittsburg, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Mount Pleasant and Latrobe Railroad Company.	Mt. Pleasant, Pa.,	Texas Branch South West Pa. R. R.	1.06

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$8,217 49	Capital stock,	$13,000 00
Cost of equipment,	4,812 85	Profit and loss,	30 34
Grand total,	$13,030 34	Grand total,	$13,030 34

NESQUEHONING VALLEY RAILROAD COMPANY.

Operated by Central Railroad Company of New Jersey.
Date of organization: May 14, 1861.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
F. R. Cope,	Philadelphia, Pa.	Bayard Henry,	Philadelphia, Pa.
E. W. Clark,	"	R. V. Massey,	"
Edward Lewis,	"	H. Pratt McKean,	"
Samuel Dickson,	"	Chas. F. Howell,	"
P. C. Garrett,	"	Erastus Hill,	"
Joseph S. Harris,	"	H. F. Baker,	"

OFFICERS.

Title.	L. A. Riley, ...	Official Address.
President, ...	L. A. Riley, ...	Philadelphia.
Vice President and Secretary, ...	C. F. Howell, ...	"
Treasurer, ...	C. A. Ross, ...	"
Assistant Secretary and Treasurer,	H. F. Baker, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Nesquehoning, Valley R. R.	Nesquehoning Junc., Pa.	Tamanend, Pa.,	Central R. R. Co. of N. J.	Lease, ...	16.66

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$1,420,708 65	Capital stock, ...	$1,418,600 00
Cash and current assets, ...	520 11	Current liabilities, ...	2,628 76
Grand total, ...	$1,421,228 76	Grand total, ...	$1,421,228 76

NEVERSINK MOUNTAIN RAILROAD COMPANY.

Date of organization: February 5, 1889.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
George Brooke, ...	Burdsboro, Pa.	Wm. D. Smith, ...	Reading, Pa.
Robert E. Brooke, ...	"	W. F. Woolten, ...	"
George F. Baer, ...	Reading, Pa.	Henry T. Kendall, ...	"

OFFICERS.

Title.	Name.	Official Address.
President,	R. T. Leaf,	Douglassville, Pa.
Secretary,	H. C. Holden,	Reading, Pa.
Treasurer,	D. W. Stehman,	"
General Superintendent,	D. H. Christian,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Neversink Mountain Railroad Co.,	9th and Penn Sts. in the city of Reading, Pa.	Klappthal,	8.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$161,778 27	Capital stock,	$100,000 00
Cost of equipment,	62,369 09	Funded debt,	59,000 00
Cash and current assets,	16 99	Current liabilities,	91,363 94
Profit and loss,	31,699 59	Real estate mortgages,	5,000 00
Grand total,	$255,863 94	Grand total,	$255,863 94

NEW CASTLE AND BEAVER VALLEY RAILROAD COMPANY.

Operated by Pennsylvania Company.
Date of organization: March 29, 1862.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Joseph Wood,	Pittsburg, Pa.	H. Darlington,	Pittsburg, Pa.
J. T. Brooks,	Salem, O.	Wm. E. Reis,	New Castle, Pa.
J. W. Renner,	Pittsburg, Pa.	Wm. Patterson,	"

OFFICERS.

Title.	Name.	Official Address.
President,	James McCrea,	Pittsburg, Pa.
Vice President,	Joseph Wood,	"
Secretary,	S. B. Liggett,	"
Treasurer,	T. N. B. McKnight,	"
Auditor,	Jno. W. Renner,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
New Castle and Beaver Valley R. R.	New Castle, Pa.	Homewood, Pa.	Penna. Company,	Lease,	14.98

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$700,000 00	Capital stock,	$700,000 00
Lands owned,	900 43	Profit and loss,	60,946 24
Cash and current assets,	60,045 81		
Grand total,	$760,946 24	Grand total,	$760,946 24

NEW CASTLE AND BUTLER RAILROAD COMPANY.

Date of organization: September, 1881.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
E. N. Ohl,	New Castle, Pa.	E. F. Morris,	New Castle, Pa.
W. H. Marquis,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	E. N. Ohl,	New Castle, Pa.
First Vice President,	W. H. Marquis,	"
Secretary and Treasurer,	E. F. Norris,	"
General Manager,	W. H. Marquis,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
New Castle and Butler Railroad,	New Castle, Pa.,	Mineral Ridge,	2 50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$20,000 00	Capital stock,	$20,000 00
Cost of equipment,	18,321 53	Funded debt,	18,321 53
Grand total,	$38,321 53	Grand total,	$38,321 53

NEW HAVEN AND DUNBAR RAILROAD COMPANY.

Date of organization: November 22, 1892.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.
Rodman Wister,	672 Bullitt Building, Philadelphia, Pa.
Frank A. Hill,	Roanoke, Va.
Jno. N. M. Shimer,	672 Bullitt Building, Philadelphia, Pa.
W. C. Harris,	750 Bullitt Building, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	John N. M. Shimer,	672 Bullitt Bldg., Philadelphia.
Secretary,	Walter C. Harris,	750 Bullitt Bldg., Philadelphia.
Treasurer,	Frank A. Hill,	Roanoke, Va.
Attorney or General Counsel,	Samuel Dickson,	Bullitt Building, Philadelphia.
Assistant General Manager,	S. G. Valentine,	Dunbar, Fayette Co., Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
New Haven and Dunbar Railroad,	B. & O. R. R. Co. Junction.	Deer Lick Fording,	2.30
	S. W. Penna. R. R. Co. Junction.	Irishtown Run,	.62
	Dunbar Furnace Co. Stock House.	Limestone,	1 47
	Hill Farm,	Parrish,	.86
Total mileage operated,			5.25

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$36,554 22	Capital stock,	$8,000 00
Cost of equipment,	23,536 60	Current liabilities,	78,391 63
Cash and current assets,	237 06		
Profit and loss,	26,063 75		
Grand total,	$86,391 63	Grand total,	$86,391 63

NEWPORT AND SHERMAN'S VALLEY RAILROAD COMPANY.

Date of organization: July 30, 1890.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
H. H. Bechtel,	Cincinnati, O.	Geo. Flisher,	Newport, Pa.
J. S. Mitchell,	Philadlephia, Pa.	John Fleisher,	"
B. M. Eby,	Newport, Pa.	H. A. Moore,	"
S. H. Whitmor,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	David Gring,	Newport, Pa.
Vice President,	H. H. Bechtel,	Cincinnati, O.
Secretary,	Horace Beard,	Newport, Pa.
Treasurer,	J. L. Mitchell,	Philadelphia, Pa.
Assistant Treasurer,	C. K. Miller,	Newport, Pa.
General Solicitor,	W. H. Sponsler,	Pittsburg, Pa.
Auditor,	Gilbert H. Frank,	Newport, Pa.
General Manager,	David Gring,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Newport and Sherman's Valley Railroad.	Newport, Pa.,	New Germantown, Pa.	30.67

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$313,192 64	Capital stock,	$431,468 41
Cost of equipment,	57,457 34	Funded debt,	190,000 00
Cash and current assets,	3,856 22	Current liabilities,	55,516 26
Profit and loss,	12,835 12	Equipment obligation,	10,356 65
Grand total,	$387,341 32	Grand total,	$387,341 32

NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.

This company was organized by the consolidation on November 1, 1869, of the New York Central Railroad Company, and the Hudson River Railroad Company.

Under laws of what government or state organized: New York, Pennsylvania, Ohio, Indiana and Illinois.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Wm. K. Vanderbilt, ..	New York, N. Y.	Charles C. Clarke, ...	Ossineng, N. Y.
Fred'k W. Vanderbilt, .	"	William Bliss, ...	Boston, Mass.
Chauncey M. Depew, .	"	Samuel D. Babcock, ..	New York, N. Y.
Samuel F. Barger, ...	Newport, R. I.	George S. Bowdoin, ..	"
J. Pierpont Morgan, ..	New York, N. Y.	William Rockefeller, .	"
H. McK. Twombly, ...	"	Darius O. Mills, ...	"
William H. Newman, .	"		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board, ...	Chauncey M. Depew, ..	Grand Central Sta., New York.
President, ...	Wm. H. Newman, ...	" "
First Vice President, ...	Edward V. W. Rossiter,	Grand Central Sta., New York.
Second Vice President, ...	Edgar Van Etten, ...	Boston, Mass.
Secretary, ...	Edwin D. Worcester, ..	Grand Central Sta., New York.
Treasurer, ...	George S. Prince, ...	" "
General Counsel, ...	Sam'l E. Williamson, ..	" "
Comptroller, ...	John Carstensen, ...	" "
Assistant Comptroller, ...	Marshall L. Bacon, ...	" "
Auditor, Disbursements, ...	Richard A. White, ...	" "
Auditor, Freight Accounts, ...	Wm. T. McCulloch, ...	" "
Auditor, Passenger Accounts, ...	John F. Fairlamb, ...	" "
Chief Engineer, ...	William J. Wilgus, ...	" "
General Superintendent, ...	P. S. Blodgett, ...	

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
1. A. New York Central and Hudson River.	New York, N. Y., ..	Buffalo, N. Y., ...	441.75
B. Auburn Road, ...	Syracuse, ...	Rochester, N. Y., ...	104.00
Troy and Schenectady, ...	Troy, ...	Schenectady, ...	21.00
Syracuse Junction, ...	DeWitt, ...	Geddes, ...	8.28
Geneva and Lyons, ...	Geneva, ...	Lyons, ...	14.00
Rochester, Lockport and Niagara Falls.	Rochester, ...	Niagara Falls, ...	74.75
Charlotte Branch, ...	Rochester Jct., ...	Charlotte, ...	6.88
Batavia and Attica, ...	Batavia, ...	Attica, ...	11.00
Canandagua and Niagara Falls, ...	Canadagua, ...	Niagara River, ...	87.58
Lockport and Tonawanda, ...	Lockport Jct., ...	North Tonawanda, ..	12.25
Buffalo Junction, ...	East Buffalo, ...	North Buffalo, ...	7.67

PROPERTY OPERATED—Continued.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Lewistown Branch,	Buffalo,	Lewistown,	30.29
2. Spuyten, Denijols and Port Morris,	Spuyten Duyvel,	Harlem R. R. Jct.,	6.04
Troy and Greenbush,	Troy,	Green Bush,	6.00
New York and Harlem,	New York,	Chatham,	126.96
Port Morris Branch,	New York (162d st.)	Port Morris,	1.85
New York and Mahopac,	Galden's Bridge,	Lake Mahopac,	7.09
West Shore,	Weehawken, N. J.,	Buffalo,	425.00
Rockland Lake Branch,	Congers, N. Y.,	Rockland Lake,	1.15
Athens Branch,	Coxsackie,	Athens,	6.16
Fullers Branch,	Fullers,	Athens Jct.,	5.07
Albany Branch,	Ravena,	Kenwood Jct.,	11.04
Chenango Branch,	Syracuse,	Earlville,	45.49
Buffalo Creek Branch,	Buffalo,	Buffalo Creek,	1.29
New Jersey Junction,	Weehawken, N. J.,	Jersey City, N. J.,	4.51
Harsimus Branch,	N. J. J. R. R.,	Penna. R. R., N. J.,	.34
Rome, Watertown and Ogdensburg,	Niagara Jct., N. Y.,	Oswego Jct., N. Y.,	144.21
Rome, Watertown and Ogdensburg,	Rome,	Massena Springs,	160.26
Cape Vincent Branch,	Watertown Jct.,	Cape Vincent,	24.41
De Kalb Branch,	DeKalb Jct.,	Ogdensburg,	19.00
Syracuse Branch,	Syracuse,	Palaski,	37.40
Phoenix Branch,	Woodward Jct.,	Fulton,	17.11
Rochester Branch,	Rochester,	Windsor Beach,	7.31
Utica and Black River,	Utica,	Ogdensburg,	134.51
Clayton Branch,	Theresa Jct.,	Clayton,	15.87
Oswego and Rome,	Oswego Jct.,	Richland,	26.89
Niagara Falls Branch R. R.,	Niagara Jct., N. Y.,	Susp. Bdg., N. Y.,	8.57
Mohawk and Malone,	Herkimer,	Malone,	173.10
Hinckley Branch,	Pospect Jct.,	Hinckley,	2.80
Saranac Branch,	Lake Clear Jct.,	Saranac Lake,	5.60
Carthage and Adirondack,	Carthage,	Newton Falls,	46.10
Gouverneur and Oswegatchie,	Gouverneur,	Edwards,	13.05
New York and Putnam,	New York,	Putnam Jct.,	54.06
Rapid Transit Branch,	Van Cortlandt,	Yonkers,	3.10
Mahopac Falls,	Baldwin Place,	Mahopac Mines,	4.05
Tivoli Hollow,	N. Y. C. & H. R. R. R. W., Albany.	Albany,	1.23
Wallkill Valley,	Kingston,	Montgomery,	32.88
Beech Creek,	Jersey Shore, Pa.,	Mahaffey, Pa.,	113.02
Sundry Mine Branches,	Mines, Pa.,	Mines, Pa.,	47.24
Fall Brook,	Corning, N. Y.,	Antrim, Pa.,	53.00
Fall Brook Branch,	Blossburg, Pa.,	Fall Brook,	7.20
Cowanesque Valley,	Laurenceville,	Ulysese,	41.14
Pine Creek,	Stokesdale Jct.,	Newberry Jct.,	74.80
Syracuse, Geneva and Corning,	Corning, N. Y.,	Geneva, N. Y.,	57.75
Pann Yan Branch,	Dresden,	Penn Yan,	7.07
4. Carthage, Watertown and Sackets' Harbor.	Carthage,	Sacketts Harbor,	28.81
5. Various Railroads,			134.16
Total mileage operated,			2,963 14
Road Operated Under Trackage Right.			
New York Central, Niagara River R. R.			2.81
Buffalo Erie Basin Railroad,			.25
Delaware, Hudson Company,			7.10
Delaware-Hudson Company,			1.69
Troy Union Railroad,			1.42
Erie Railroad,			4.78
Pennsylvania Railroad,			1.29
New York, Ontario and Western Railroad.			12.20
Erie Railroad,			25.50
Erie Railroad,			3.58
Philadelphia and Reading Railroad,			3.54
Pennsylvania Railroad,			20.30
Pennsylvania Railroad,			9.10
Buffalo Creek Railroad,			5.03
Pennsylvania and Northwestern R. R.,			11.37
Pittsburg and Eastern Railroad,			13.11
Terminal Railway of Buffalo,			11.00
Total mileage operated,			134.16

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$138,952,138 22	Capital stock,	$115,000,000 00
Cost of equipment,	44,707,063 68	Funded debt,	193,772,940 54
Stocks owned,	122,973,729 77	Current liabilities,	7,930,970 79
Bonds owned,	3,811,411 52	Securities due lessor companies,	3,039,713 00
Other permanent investments,	13,162,033 16	Real estate mortgages,	157,000 00
Securities held in trust for lessor companies,	3,039,713 00	Accrued interest on funded debt not yet payable,	1,731,123 14
Cash and current assets,	11,262,224 64	Accrued rentals not yet payable,	827,143 92
Other assets:		Dividends payable July 15, 1901,	1,437,500 00
Materials and supplies,	4,083,306 95	Items conveyed from lessor companies,	7,882,948 33
Sinking fund,	1,506,905 68	Special improvement fund,	1,821,708 88
Sundries,	1,872,520 31	Profit and loss,	11,769,993 37
Grand total,	$345,371,046 97	Grand total,	$345,371,046 97

NEW YORK, CHICAGO AND ST. LOUIS RAILROAD COMPANY.

Date of organization: September 27, 1887.

Under laws of what government or state organized: New York, Pennsylvania, Ohio, Indiana and Illinois.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Wm. K. Vanderbilt,	New York, N. Y.	Frederic P. Olcott,	New York, N. Y.
Fred'k W. Vanderbilt,	"	Charles M. Reed,	Erie, Pa.
Ham. McK. Twombly,	"	Ralph W. Hickox,	Cleveland, O.
Chauncey M. Depew,	"	Sam'l E. Williamson,	New York, N. Y.
Samuel R. Callaway,	"	Charles F. Cox,	"
William H. Canniff,	Cleveland, O.	W. Emlen Roosevelt,	"
John S. Kennedy,	New York, N. Y.		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board,	Chauncey M. Depew,	New York, N. Y.
President,	William H. Canniff,	Cleveland, O.
Secretary and Treasurer,	Charles F. Cox,	New York, N. Y.
Assistant Treasurer,	Henry Hammersley,	Cleveland, O.
Local Treasurer,	F. Middlebrook,	New York, N. Y.
General Counsel,	Samuel E. Williamson,	Cleveland, O.
General Solicitor,	John M. Clark,	"
Auditor,	Henry V. Fountain,	"
General Superintendent,	A. W. Johnston,	"

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
The New York, Chicago and St. Louis Railroad.	Buffalo, N. Y., ...	A point in the village of Silver Creek, N. Y.	14.98
	A point in the city of Dunkirk, N. Y.	Boundary line between the States of Indiana and Illinois.	494.72
Lake Shore and Michigan Southern Railway.	A point in the village of Silver Creek, N. Y.	A point in the city of Dunkirk, N. Y.	7.84
Chicago and State Line Railroad, ...	Boundary line between the State of Illinois and Indiana.	Grand Crossing, Ill.,	9.96
Erie Railroad, ...	In city of Buffalo, N. Y.	.....	1.60
Lake Shore and Michigan Southern Railway.	Grand Crossing, Ill.,	Chicago, Ill., ...	8.90
Total mileage operated, ...	.....	.....	538.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$46,086,157 92	Capital stock, ...	$30,000,000 00
Cost of equipment, ...	3,720,846 50	Funded debt, ...	19,425,000 00
Cash and current assets, ...	1,932,022 51	Current liabilities, ...	1,121,965 45
Other assets:		Accrued interest on funded debt not yet payable, ...	194,250 00
Materials and supplies, ...	271,735 47	Accrued equipment rental not yet payable, ...	63,583 32
		Sinking fund account, ...	541,896 70
		Profit and loss, ...	664,066 93
Grand total, ...	$52,010,762 40	Grand total, ...	$52,010,762 40

NEW YORK, LACKAWANNA AND WESTERN RAILWAY COMPANY, PENNSYLVANIA.

Operated by Delaware, Lackawanna and Western Railroad.
Date of organization: November 23, 1880.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.
W. R. Storrs, ...	Scranton, Pa.
James Archbald, ...	"
Garret Bogart, ...	"
James W. Fowler, ...	"
Robert McKenna, ...	"
John F. Snyder, ...	"
Walter Dauson, ...	"

OFFICERS.

Title.	Name.	Official Address.
President,	William F. Hallstead,	Scranton, Pa.
Secretary,	Fred. F. Chambers,	New York, N. Y.
Treasurer,	Fred. H. Gibbens,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.		Miles of line for each road named.
The New York, Lackawanna and Western Railway Company of Pennsylvania,	Crossing Pennsylvania and New York State line three (3) times into and through the township of Athens and South Waverly county to Bradford, Pennsylvania.	6.38

NEW YORK, LAKE ERIE AND WESTERN COAL AND RAILROAD COMPANY.

Operated by Erie Railroad Company.
Date of organization: January 28, 1881.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.
E. B. Thomas,	P. O. Box 839, New York, N. Y.
G. M. Cummings,	" "
J. A. Middleton,	" "
J. L. Welsh,	Philadelphia, Pa.
D. H. Jack,	Bradford, Pa.
C. V. Merrick,	"
W. A. May,	Scranton, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	J. L. Welsh,	Philadelphia, Pa.
Vice President,	E. B. Thomas,	New York City.
Secretary,	J. A. Middleton,	"
Treasurer,	J. W. Platton,	"
Assistant Secretary,	L. D. Smith,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By what Company Operated.	Miles of line.
New York, Lake Erie and Western Coal and Railroad Company.	Crawford Jc., Pa.	Johnsonbu r g, Pa.	Erie Railroad Company, ...	29.92
Alton Loop, ...	Alton, Pa., ...	Riderville, Pa.,	Erie Railroad Company, ...	1.126
Toby Branch, ...	Brockwayville, Pa.	Toby Mines, Pa.	Erie Railroad Company, ...	12.00
Daguscahonda and Elk Railway.	Daguscahonda, Pa.	Dagus Mines, Pa.	Erie Railroad Company, ...	5.50
Total mileage,.	.....	.....	....	48.546

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$2,228,679 70	Capital stock, ...	$500,000 00
Roberts Lot spur, ...	6,239 04	Funded debt, ...	3,000,000 00
Brockport and Shawmut Railroad, ...	21,195 26		
Land owned, ...	509,390 91		
Hazleton Branch, ...	580 03		
New York, Lake Erie and Western Railroad Company and receivers, ...	359,557 85		
N. W. Mining & Ex. Co., ...	203,993 69		
Erie Railroad Company, ...	1,955 53		
Profit and loss, ...	168,408 59		
Grand total, ...	$3,500,000 00	Grand total, ...	$3,500,000 00

NEW YORK, ONTARIO AND WESTERN RAILROAD COMPANY.

Date of organization: January 21, 1880.
Under laws of what government or state organized: New York.

DIRECTORS.

Names.	Official Address.
O. D. Ashley, ...	New York, N. Y.
C. Ledyard Blair, ...	"
Joseph Price, ...	5 and 6 G. Winchester st., London, Eng.
Henry W. Cannon, ...	New York, N. Y.
Harry Pearson, ...	74 Portsdown Road, London, W.
Francis R. Calbert, ...	Newburgh, N. Y.
Chauncey M. Depew, ...	New York, N. Y.
Thomas P. Fowler, ...	"
Gerald L. Hoyt, ...	"
John B. Kerr, ...	"
Albert S. Roe, ...	"
Grant B. Schley, ...	"
Chas. S. Whelen, ...	Philadelphia, Pa.

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board and President,	Thomas P. Fowler,	56 Beaver st., New York, N. Y.
Vice President,	John B. Kerr,	56 Beaver st., New York, N. Y.
Vice President,	Joseph Price,	5 & 6 G. Winchester st., London, Eng.
Secretary and Treasurer,	Richard D. Rickard,	56 Beaver st., New York, N. Y.
General Counsel,	John B. Kerr,	" "
General Manager,	James E. Childs,	" "
General Superintendent,	Edward Canfield,	Middletown, N. Y.

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Lines Represented by Capital Stock.			
Main line,	Conwall, N. Y.,	Oswego Junction,	271.75
Branches,	Summitville, N. Y.,	Ellenville, N. Y.,	7.80
Branches,	Walton, N. Y.,	Delhi, N. Y.,	16.84
Branches,	New Berlin Junction, N. Y.	New Berlin, N. Y.,	22.38
Lines Operated Under Lease.			
Utica, Clinton and Binghampton,	Randallsville, N. Y.,	Utica, N. Y.,	31.30
Rome and Clinton,	Clinton, N. Y.,	Rome, N. Y.,	12.78
Wharton Valley,	New Berlin, N. Y.,	Edmeston, N. Y.,	6.80
Pecksport Connecting,	Pecksport, N. Y.,	White's Corners, N. Y.	3.69
Lines Operated Under Lease, the Rental Contingent on Earnings.			
Ontario, Carbondale and Scranton, owned by O., C. & S. Ry. Co.	Cadosia, N. Y.,	Scranton, Pa.,	53.66
Leased,			0.39
Lines Operated under Trackage Rights.			
West Shore Railroad,	Weehawken, N. J.,	Cornwall, N. Y.,	53.07
Total mileage operated,			480.46

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$66,853,391 19	Capital stock,	$58,118,982 84
Cost of equipment,	4,434,277 45	Funded debt,	17,419,000 00
Stocks owned,	1,902,141 67	Current liabilities,	6,374,382 11
Bonds owned,	11,194,475 65	Accrued interest on funded debt not yet payable,	225,826 67
Other permanent investments,	482,000 00	Accrued rental not yet payable,	17,793 54
Cash and current assets,	1,897,930 09	Profit and loss,	5,069,399 92
Other assets:			
Materials and supplies,	456,169 03		
Sinking fund,	5,000 00		
Grand total,	$87,225,385 08	Grand total,	$87,225,385 08

NEW YORK AND PENNSYLVANIA RAILROAD COMPANY.

Date of organization: June 22, 1896.
Under laws of what government or state organized: New York.

DIRECTORS.

Names	Official Address.	Names.	Official Address.
Morris S Chase,	Whitesville, N. Y.	George M. Webster,	Greenwood, N. Y.
Howard Cobb,	Ithaca, N. Y.	William Richardson,	Hornellsville, N. Y.
William Cobb,	Hornellsville, N. Y.	Benton McConnell,	"
Fordyce A. Cobb,	Ithaca, N. Y.	Chas. H. Boynton,	"
Theodore Cobb,	Spring Mills, N. Y.	John P. Harden,	Rexville, N. Y.
S. E. Crittenden,	Oswayo, Pa.	Frank Flohr,	Canisteo, N. Y.
A. B. Payne,	"		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board and President,	William Cobb,	Hornellsville, N. Y.
Vice President,	Benton McConnell,	"
Secretary,	I. W. Near,	"
Treasurer,	William Richardson,	"
Attorney or General Counsel,	George W. Orcott,	"
Auditor,	G. M. Beasor,	Canisteo, N. Y.
General Manager,	George R .Brown,	"
Chief Engineer,	G. W. Pierce,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
New York and Pennsylvania Railroad,	Canisteo, N. Y.,	Shingle House, Pa.,	51.70

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,000,000 00	Capital stock,	$500,000 00
Cash and current assets,	15,190 40	Funded debt,	500,000 00
Profit and loss,	37,725 23	Current liabilities,	52,915 63
Grand total,	$1,052,915 63	Grand total,	$1,052,915 63

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

Date of organization: April 25, 1893.
Under laws of what government or state organized: New Jersey and Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
A. L. Hopkins,	Williamstown, Mass.	Samuel Spencer,	New York, N. Y.
W. L. Bull,	New York, N. Y.	F. L. Stetson,	"
C. J. Lawrence,	"	A. S. Hewitt,	"
Chas. Steele,	"	F. D. Underwood,	"
E. B. Thomas,	"	W. H. Corbin,	Jersey City, N. J.
G. M. Cumming,	"	J. J. Goodwin,	New York, N. Y.
J. G. McCullough,	"		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board,	E. B. Thomas,	New York, N. Y.
President,	F. D. Underwood,	"
First Vice President,	G. M. Cumming,	"
Second Vice President and Secretary,	J. A. Middleton,	"
Treasurer,	J. W. Platten,	"
General Solicitor,	G. F. Brownell,	"
Auditor,	J. F. Wann,	"
Chief Engineer,	C. W. Bucholtz,	"
Superintendent,	Geo. W. Dowe,	Jersey City, N. J.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
New York, Susquehanna and Western Railroad.	Jersey City, N. J.,	Gravel Place, Pa.,	101.00
New York, Susquehanna and Western Railroad.	Two Bridges, N. J.,	Unionville, N. Y.,	20.50
New York, Susquehanna and Western Railroad.	Delaware, N. J.,	Columbia Jct., N. J.,	3.00
New York, Susquehanna and Western Railroad.	Paterson, N. J.,	Paterson City, N. J.,	0.75
New York, Susquehanna and Western Railroad.	Edgewater, N. J.,	Little Ferry Jc., N. J.	3.00
Passaic and New York Railroad,	Passaic, N. J.,	Passaic Jct., N. J.,	3.05
Lodi Branch,	Lodi, N. J.,	Lodi Jct., N. J.,	0.73
Macopin Railroad,	Macopin Lake, N. J.,	Charlottsburgh Jct., N. J.	1.50
Hackensack and Lodi Railroad,	Lodi, N. J.,	Hackensack Jct., N. J.	1.41
Middletown, Unionville and Water Gap Railroad.	Unionville, N. Y.,	Middletown, N. Y.,	13.65
Pennsylvania Railroad,	West End, N. J.,	Jersey City, N. J.,	2.55
Total mileage operated,			151.14

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$31,296,321 95	Capital stock,	$26,000,000 00
Cost of equipment,	2,561,407 59	Funded debt,	12,829,690 66
Stocks owned,	4,581,516 33	Current liabilities,	391,412 92
Bonds owned,	869,345 00	Real estate mortgages,	13,668 00
Cash and current assets,	516,196 08	Accrued interest on funded debt not yet payable,	137,600 82
Other assets:		Sinking funds accrued,	59,726 17
Materials and supplies,	138,725 51	Outstanding caller stock and bonds,	543,337 07
Sinking fund,	42,485 59	Due subsidiary companies,	26,304 86
Securities with trustees for redemption of Midland Railroad stock and bonds,	543,336 00	Reserve funds,	29,152 49
		Profit and loss,	518,441 56
Grand total,	$40,549,334 55	Grand total,	$40,549,334 55

NITTANY VALLEY RAILROAD COMPANY.

Date of organization: March 15, 1887.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.
Jones Wister,	672 Bullitt Bldg., Philadelphia, Pa.
W. Rotch Wister,	131 S. Fifth street, Philadelphia, Pa.
J. N. M. Shimer,	672 Bullitt Bldg., Philadelphia, Pa.
Samuel Bispham,	2306 Delancy Place, Philadelphia, Pa.
Henry C. Brown,	425 Walnut street, Philadelphia, Pa.
H. C. Young,	316 Chestnut street, Philadelphia, Pa.
A. H. Childs,	506 Bank of Commerce Bldg., Pittsburg, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	Jones Wister,	672 Bullitt Bldg., Philadelphia.
Secretary and Treasurer,	M. W. Walsh,	" "
General Superintendent,	M. I. Gardner,	Bellefonte, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
The Nittany Valley Railroad Company,	Junction with Bellefonte, Nittany and Lemont Railroad.	Ore Banks,	4.75
Sidings and other tracks,			0.87
Tracks to rolling mills and blast furnaces.			2.00
Total mileage operated,			7.62

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$167,764 36	Capital stock,	$75,000 00
Cost of equipment,	14,573 53	Funded debt,	75,000 00
Cash and current assets,	1,142 67	Current liabilities,	23,100 99
		Profit and loss,	10,379 87
Grand total,	$183,480 86	Grand total,	$183,480 86

NORTH BEND AND KETTLE CREEK RAILROAD COMPANY.

Date of organization: April 24, 1893.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Wm. Howard,	Williamsport, Pa.	James Gleason,	Gleasonton, Pa.
A. P. Perley,	"	I. W. Gleason,	"
L. R. Gleason,	Canton, Pa.	F. A. Blackwell,	"
Chas. Gleason,	Driftwood, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President,	Wm. Howard,	Williamsport, Pa.
Vice President,	Robert C. Lippincott,	Philadelphia, Pa.
Secretary,	I. W. Gleason,	Gleasonton, Pa.
Treasurer,	A. P. Perley,	Williamsport, Pa.
Attorney or General Counsel,	Messrs. Johnson & McNarney,	
Auditor,	R. F. Blackwell,	Gleasonton, Pa.
General Manager,	F. A. Blackwell,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
North Bend and Kettle Creek,	North Bend,	Summit,	16.80
Big Spring Branch,	Oleona Junction,	Big Spring,	5.00
Greenlick Branch,	Greenlick,	Osborne,	4.50
Laurel Fork Branch,	Italie,	Laurel Fork,	3.00
Little Greenlick Branch,	Little Greenlick,	Francis,	3.00
Total mileage operated,			32.30

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$261,019 78	Capital stock,	$75,000 00
Cost of equipment,	44,806 00	Current liabilities,	235,207 78
Other assets:		Profit and loss,	53,472 42
Materials and supplies,	4,282 00		
Profit and loss,	52,472 42		
Grand total,	$362,680 20	Grand total,	$362,680 20

NORTHERN CENTRAL RAILROAD COMPANY.

Date of organization: December 9, 1854.
Under laws of what government or state organized: Maryland and Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
John P. Green,	Philadelphia, Pa.	J. D. Cameron,	Harrisburg, Pa.
Luther S. Bent,	"	N. Parker Shortridge,	Wynnewood, Pa.
Chas. E. Pugh,	"	M. H. Arnot,	Elmira, N. Y.
S. M. Prevost,	"	Michael Jenkins,	Baltimore, Md.
Samuel Rea,	"	Harry Walters,	"
A. Loudon Snowden,	"	Wayne MacVeagh,	Bryn Mawr, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	A. J. Cassatt,	Philadelphia, Pa.
First Vice President,	John P. Green,	"
Second Vice President,	Chas. E. Pugh,	"
Third Vice President,	S. M. Prevost,	"
Fourth Vice President,	Samuel Rea,	"
Secretary,	Stephen W. White,	"
Treasurer,	A. W. Hendrix,	Baltimore, Md.
General Solicitor,	James A. Logan,	Philadelphia, Pa.
Auditor,	James P. Kerr,	Baltimore, Md.
General Manager,	J. B. Hutchinson,	Philadelphia, Pa.
Chief Engineer,	Wm. H. Brown,	"
General Superintendent,	W. Heyward Myers,	Williamsport, Pa.

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Northern Central Railway,	Baltimore, Md.,	Sunbury, Pa.,	136.82
Green Spring Branch,	Hollins, Md.,	Green Spring Junction, Md.	8.59
Rockville Branch,	Rockville, Pa.,	Dauphin, Pa.,	2.83
The Railroad of the Lykens Valley Railroad and Coal Company.	Millersburg, Pa.,	Williamstown, Pa.,	19.29
Shamokin Valley and Pottsville Railroad, including branches.	Sunbury, Pa.,	Mt. Carmel, Pa.,	38.42
Elmira and Williamsport Railroad,	Williamsport, Pa.,	Elmira, N. Y.,	75.50
Elmira and Lake Ontario Railroad,	Chemung Jct., N. Y.,	Canandaigua, N. Y.,	64.00
Branch Ontario Railroad,	Stanley, N. Y.,	Sodus Pt., N. Y.,	34.18
Branch Ontario Railroad,	Canandaigua, N. Y.,	Canandaigua Lake,	1.43
Total mileage operated,			381.06

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$15,997,132 63	Capital stock,	$11,462,300 00
Cost of equipment,	4,980,283 77	Funded debt,	9,578,000 00
Stocks owned,	4,506,457 95	Current liabilities,	1,550,641 17
Bonds owned,	175,335 40	Accrued interest on funded debt not yet payable,	126,571 94
Cash and current assets,	1,427,912 43	Mortgages and ground rents payable,	112,386 22
Other assets:		Other liabilities,	1,382,198 54
Materials and supplies,	219,822 02	Profit and loss,	3,625,241 74
Sundries,	530,305 41		
Grand total,	$27,837,339 61	Grand total,	$27,837,339 61

NORTH EAST PENNSYLVANIA RAILROAD COMPANY.

Date of organization: December 4, 1870.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
John Lowber Welsh,	Philadelphia, Pa.	I. Newton Evans,	Hatboro, Pa.
Theodore Voorhees,	"	Samuel S. Thompson,	Philadelphia, Pa.
C. E. Henderson,	"	Albert S. Paxson,	Holicong, Pa.
D. Jones,	"	Edward E. Paxson,	Philadelphia, Pa.
B. H. Bail,	"	Henry D. Paxson,	"
Isaac Warner, Jr.,	Hatboro, Pa.	E. Lawrence Fell,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	"
Treasurer,	W. A. Church,	"
Comptroller,	D. Jones,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
North East Pennsylvania Railroad,	Glenside, Pa.,	New Hope, Pa.,	25.64

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$730,549 80	Capital stock,	$400,000 00
Cash and current assets,	585 31	Funded debt,	400,000 00
Profit and loss,	399,084 63	Current liabilities,	325,219 74
		Accrued interest on funded debt not yet payable,	5,000 00
Grand total,	$1,130,219 74	Grand total,	$1,130,219 74

NORTHERN LIBERTIES RAILWAY COMPANY.

Date of organization: August 7, 1896.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
W. L. Hirsch,	Pittsburg, Pa.	I. L. Miller,	Pittsburg, Pa.
J. S. Keefe,	Chicago, Ill.	S. A. Tener,	"
Wm. P. Palmer,	Cleveland, O.	H. A. Housgen,	"

OFFICERS.

Title.	Name.	Official Address.
President,	J. H. Price,	Pittsburg, Pa.
Vice President,	S. W. Tener,	"
Secretary,	A. F. Allen,	Chicago, Ill.
Treasurer,	W. G. Smith,	Pittsburg, Pa.
Auditor,	C. A. Vogt,	Cleveland, O.
General Superintendent,	C. A. Gallagher,	Pittsburg, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Northern Liberties Railway Company,	Sixteenth st. and Allegheny river, Pittsburg, Pa.	Fifteenth st. and Allegheny Valley R. R., Pittsburg, Pa.	.67

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$5,572 19	Capital stock,	$5,000 00
Cost of equipment,	9,500 00	Current liabilities,	19,262 77
Cash and current assets,	15,386 12	Profit and loss,	7,448 52
Other assets:			
Materials and supplies,	1,252 98		
Grand total,	$31,711 29	Grand total,	$31,711 29

NORTH PENNSYLVANIA RAILROAD COMPANY.

Operated by the Philadelphia and Reading Railway Company.
Date of organization: April 8, 1852.
Under laws of what state or government organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Charles A. Sparks,	Philadelphia, Pa.	Pem. S. Hutchinson,	Philadelphia, Pa.
Edward C. Knight, Jr.,	"	Calvin Pardee,	"
H. M. Howe,	"	Charles E. Ingersoll,	"
Edward Roberts, Jr.,	"	Henry P. McKean, Jr.	"
James Logan Fisher,	"	Henry Lewis,	"
R. Dale Benson,	"	Alfred C. Harrison,	"

OFFICERS.

Title.	Name.	Official Address.
President,	John H. Michener,	240 S. Third st., Philadelphia.
Secretary and Treasurer,	John S. Wise,	" "
Attorney or General Counsel,	Wm. Rotch Wister,	" "
Cashier,	David K. Fuller,	" "

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
North Pennsylvania Railroad Co.	Philadelphia, Willow St.	Bethlehem,	Philadelphia and Reading Ry. Co.	Lease,	55.00
	Jenkintown,	Middle of Delaware River.			20.50
	Lansdale,	Doylestown,			10.30
Total mileage,					86 40

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$10,855,042 67	Capital stock,	$4,720,850 00
Cost of equipment,	1,752,135 65	Funded debt,	7,514,000 00
Stocks owned,	49,465 00	Current liabilities,	217,024 09
Bonds owned,	6,300 00	Ground rents,	47,854 30
Other permanent investments,	25,265 26	Real estate mortgages,	122,608 00
Cash and current assets,	367,596 20	Accrued interest on funded debt not yet payable,	157,500 00
Other assets,	322,597 91	Profit and loss,	98,566 30
Grand total,	$12,878,402 69	Grand total,	$12,878,402 69

NORRISTOWN JUNCTION RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: November 8, 1879.
Under laws of what government or state organized: Pennsylvania.

STATION AT ALLENTOWN, PA.
Lehigh Valley Railroad Company.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
James Boyd,	Philadelphia, Pa.	W. R. Taylor,	Philadelphia, Pa.
George F. Baer,	"	J. D. Landis,	"
Theodore Voorhees,	"	W. H. Slingluff,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	"
Treasurer,	W. A. Church,	"
Comptroller,	D. Jones,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Norristown Junction Railroad.	Washington st., Norristo w n, Pa.	Marshall st., Norristo w n, Pa.	Philadelphia and Reading Ry. Co.	Agreement,	0.37

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$58,229 74	Capital stock,	$20,000 00
Cash and current assets,	2,569 12	Funded debt,	37,000 00
		Current liabilities,	100 00
		Accrued interest on funded debt not yet payable,	770 84
		Profit and loss,	2,928 02
Grand total,	$60,798 86	Grand total,	$60,798 86

NYPANO RAILROAD COMPANY.

Operated by Erie Railroad Company.
Date of organization: March 16, 1896.
Under laws of what government or state organized: Pennsylvania and Ohio.

13—8—1901

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
E. B. Thomas, ...	New York, N. Y.	J. G. Moorhead, ...	Cleveland, O.
J. G. McCullough, ...	"	E. R. Perkins, ...	"
Charles Steel, ...	"	Geo. B. Wick, ...	Youngstown, O.
S. Spencer	"	J. H. Dynes, ...	Cleveland, O.
S. E. Williamson, ...	Cleveland, O.		

OFFICERS.

Title.	Name.	Official Address.
President, ...	E. B. Thomas, ...	P. O. Box 839, New York, N. Y.
Vice President, ...	S. E. Williamson, ...	Cleveland, O.
Secretary, ...	J. H. Dynes, ...	Cleveland, O.
Treasurer, ...	J. W. Platten, ...	P. O. Box 839, New York, N. Y.
Assistant Secretary, ...	J. A. Middleton, ...	" "

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Nypano Railroad Company.	Salamanca, N. Y.	Dayton, O., ...	Erie, ...	.....	388.04
Franklin Branch, .	Buchanon Jc., .	Oil City, Pa., .	.....	.....	33.73
Youngstown and Austintown.	Youngstown O.,	Leadville Coal Mines, O.	.....	.....	3.20
Youngstown and Austintown.	Mahoning Jc., .	Coal Mines, ...	.....	.....	5.29
Total mileage,..	.....	.....	.....	.....	430.31

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$48,000,000 00	Capital stock, ...	$20,000,000 00
		Funded debt, ...	28,000,000 00
Grand total, ...	$48,000,000 00	Grand total, ...	$48,000,000 00

OHIO AND BALTIMORE SHORT LINE RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: May 10, 1881.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Chas. N. Beadu, ...	Washington, Pa.	George E. McCague,..	Pittsburg, Pa.
Frank Ehlen, ...	Baltimore, Md.	Thomas B. Riter, ...	"
F. J. Hearne, ...	Pittsburg, Pa.	J. Frank Supplee, ...	Baltimore, Md.

OFFICERS.

Title.	Name.	Official Address.
President, ...	John K. Cowen, ...	Baltimore, Md.
Secretary, ...	C. W. Woolford, ...	"
Treasurer, ...	J. V. McNeal, ...	"
Auditor, ...	Geo. W. Booth, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Ohio and Baltimore Short Line Ry. Co.	Greene, Pa., ...	Elm Siding, Pa.	Baltimore and Ohio R. R. Co.	.....	9.30

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$1,540,258 01	Capital stock, ...	$290,000 00
Profit and loss, ...	446,034 01	Funded debt, ...	500,000 00
		Current liabilities, ...	1,196,292 02
Grand total, ...	$1,986,292 02	Grand total, ...	$1,986,292 02

OHIO CONNECTING RAILWAY COMPANY.

Operated by Pittsburg, Cincinnati, Chicago and St. Louis Railway Company.
Date of organization: November 22, 1886.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Joseph Wood, ...	Pittsburg, Pa.	J. W. Renner, ...	Pittsburg, Pa.
J. T. Brooks, ...	Salem, O.	L. L. Gilbert, ...	"
J. J. Brooks, ...	Pittsburg, Pa.	L. F. Lorea, ...	"

OFFICERS.

Title.	Name.	Official Address.
President, ...	James McCrea, ...	Pittsburg, Pa.
Vice President, ...	Joseph Wood, ...	"
Secretary, ...	S. B. Liggett, ...	"
Treasurer, ...	T. H. B. McKnight, ...	"
Auditor, ...	Jno. W. Renner, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Ohio Connecting Railway.	Jc. P., C., C. & St. L. Co., two miles west of Birmingham.	Jc. with Pittsburg, Fort Wayne and Chicago Ry. Co. at Verner Sta., Pa.	Pittsburg, Cincinnati, Chicago and St. Louis Ry.	Temporary.	2.75
Sheridan Branch.	Jc. with main line.	Jc. with P., C., C. & St. Louis Ry., two miles west of Birmingham.	Pittsburg, Cincinnati, Chicago and St. Louis Ry.	Temporary.	.52
Total mileage...	.....	.....	.....	.....	3.27

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,392,317 73	Capital stock,	$720,000 00
Cash and current assets,	38,520 44	Current liabilities,	672,317 73
		Profit and loss,	38,520 44
Grand total,	$1,430,838 17	Grand total,	$1,430,838 17

OHIO RIVER JUNCTION RAILROAD COMPANY.

Date of organization: January 18, 1898.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
John H. Park,	Beaver, Pa.	John Warren,	Beaver Falls, Pa.
H. E. McLain,	Pittsburg, Pa.	W. A. Park,	Rochester, Pa.
Wm. Bald,	Rochester, Pa.	S. Morgan,	Freedom, Pa.
J. S. Edwards,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	Wm. Bald,	Rochester, Pa.
Secretary and Treasurer,	J. S. Edwards,	"
Attorney or General Counsel,	R. S. Holt,	Beaver, Pa.
Auditor,	G. I. Park,	Rochester, Pa.
General Manager,	W. A. Park,	"
Chief Engnieer,	J. P. Leaf,	"
General Superintendent,	J .M. Beal,	Beaver, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Ohio River Junction Railroad Company,	A point in borough of Rochester, Pa.	A point in New Sewickley township.	3.40

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$104,236 94	Capital stock,	$250,000 00
Cash and current assets,	154,494 65	Current liabilities,	11,705 18
Other assets:			
Sundries,	1,813 06		
Profit and loss,	1,110 53		
Grand total,	$261,705 18	Grand total,	$261,705 18

ONTARIO, CARBONDALE AND SCRANTON RAILROAD COMPANY.

Date of organization: October 3, 1889.
Under laws of what government or state organized: New York and Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
O. D. Ashley,	New York, N. Y.	Thomas P. Fowler,	New York, N. Y.
C. Redyard Blair,	"	Gerald L. Hoyt,	"
James E. Burr,	Carbondale, Pa.	John B. Kerr,	"
Henry W. Cannon,	New York, N. Y.	Albert S. Roe,	"
James E. Childs,	"	Grant B. Schley,	"
Francis R. Culbert,	Newburg, N. Y.	Chas. S. Whelen,	Philadelphia, Pa.
Chauncey M. Depew,	New York, N. Y.		

OFFICERS.

Title.	Name.	Official Address.
President,	Thomas P. Fowler,	New York, N. Y.
Vice President,	James E. Childs,	"
Secretary and Treasurer,	Richard D. Rickard,	"
General Manager,	James E. Childs,	"
Chief Engineer,	Edward Canfield,	Middletown, N. Y.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By what Company Operated.	Under what kind of contract operated.	Miles of line.
Ontario, Carbondale and Scranton Ry. Co.	Cadosia, N. Y.,	Scranton, Pa.,	New York, Ontario and Western Railway Co.	Lease, ...	53.66
	Cadosia, N. Y.,	Scranton, Pa...	.....	Sub-lease, .	.39
Ttoal mileage,..	.....	.....	.....	.....	54.05

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$3,801,117 98	Capital stock, ...	$1,500,000 00
Cash and current assets, ...	17,177 45	Funded debt, ...	1,500,000 00
		Current liabilities, ...	524,889 26
		Accrued interest on funded debt not yet payable, ...	6,250 00
		Profit and loss, ...	287,156 17
Grand total, ...	$3,818,295 43	Grand total, ...	$3,818,295 43

PENNSYLVANIA RAILROAD COMPANY.

Date of organization: March 30, 1847, act of incorporation was approved April 13, 1846. Letters patent issued February 15, 1847. First election of directors held March 30, 1847.

Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names of Directors.	Official Address.	Date of Expiration of Term.
James McCrea, ...	Philadelphia, Pa., ...	March 26, 1902.
Alexander J. Cassatt, ...	"	March 26, 1904,
Alexander M. Fox, ...	"	March 26, 1905.
N. Parker Shortridge, ...	"	"
William L. Elkins, ...	"	"
Clement A. Griscom, ...	"	March 26, 1904.
Amos R. Little, ...	"	March 26, 1903.
William H. Barnes, ...	"	"
George Wood, ...	"	"
C. Stuart Patterson, ...	"	"
Effingham B. Morris, ...	"	March 26, 1902.
John P. Green, ...	"	"
Chas. E. Pugh, ...	"	"
Sutherland M. Prevost, ...	"	"
Samuel Rea, ...	"	"
T. Dewitt Cuyler, ...	"	"
Lincoln Godfrey, ...	"	"

OFFICERS.

Title.		Official Address.
President,	Alexander J. Cassatt,	Broad St. Station, Philadelphia.
First Vice President,	John P. Green,	" "
Second Vice President,	Charles E. Pugh,	" "
Third Vice President,	Sutherland M. Prevost,	" "
Fourth Vice President,	Samuel Rea,	" "
Secretary,	Lewis Neilson,	" "
Treasurer,	Robert W. Smith,	" "
General Solicitor,	James A. Logan,	" "
Comptroller,	R. W. Downing,	" "
Assistant Comptroller,	M. Riebenack,	" "
General Manager,	J. B. Hutchinson,	" "
Chief Engineer,	William H. Brown,	" "
General Superintendent of P. R. R. Division,	John M. Wallis,	Altoona, Pa.
General Superintendent, W. R. R. of N. J. Div.,	F. L. Sheppard,	Jersey City, N. J.
General Superintendent, B. & A. Div.,	G. W. Creighton,	Buffalo, N. Y.
General Superintendent, P. & E. R. R. Div.,	W. H. Myers,	Williamsport, Pa.
Superintendent of Telegraph,	Chas. M. Sheaffer,	Broad St. Station, Philadelphia.
Freight Traffic Manager,	William H. Joyce,	" "
General Freight Agent,	John B. Thayer, Jr.,	" "
General Passenger Agent,	James R. Wood,	" "
Assistant General Pass. Agent,	Geo. W. Boyd,	" "
General Baggage Agent,	F. J. McWade,	" "
Assistant General Freight Agent,	Geo. D. Dickson,	" "

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Main Line.			
Filbert Street Extension,	Philadelphia, Broad Street Station.	W. Philadelphia,	.97
Philadelphia and Columbia Railroad,	W. Philadelphia,	Columbia, Pa.,	79.80
Pennsylvania Railroad,	Harrisburg, Pa.,	Pittsburg, Pa.,	248.24
Total main line,			329.01
Branches and Spurs.			
Delaware Extension,	In Philadelphia,		7.84
Swanson Street Branch,	In Philadelphia,		1.22
Girard Point Branch,	In Philadelphia,		2.06
Schuylkill River Branch,	In Philadelphia,		3.19
Fifty-second Street Branch,	In Philadelphia,		.14
Frazer Branch,	Frazer, Pa.,	Zermatt, Pa.,	1.60
Trenton Cut-off,	Glen Lock, Pa.,	Morrisville, Pa.,	45.64
Lancaster cut-off,	At Lancaster, Pa.,		2.42
Columbia Bridge,	Columbia, Pa.,	Wrightsville, Pa.,	1.11
York Branch,	Wrightsville, Pa.,	York, Pa.,	11.77
Tyrone Branch,	Tyrone, Pa.,	Vail, Pa.,	3.15
Hollidaysburg Branch,	Altoona, Pa.,	Hollidaysburg, Pa.,	10.90
Morrison's Cove Branch,	Hollidaysburg, Pa.,	Henrietta, Pa.,	18.90
Bloomfield Branch,	Roaring Springs, Pa.,	Ore Hill, Pa.,	3.00
Martinsburg Branch,	Martinsburg Jc., Pa.	Martinsburg, Pa.,	.70
Williamsburg Branch,	Williamsburg Jc., Pa	Mount Etna, Pa.,	31.61
Canoe Creek,	Williamsburg, Pa.,	Moore's Mill, Pa.,	2.62
Crissman,	Jc. Canoe Cr. Brch.,	Terminus,	1.24
Clapper,	Jc. Canoe Cr. Brch.,	Terminus,	.76
Springfield Branch,	Springfield Jc., Pa.,	Oreminea, Pa.,	8.20
Clover Creek Branch,	Clover Creek Jc., Pa.,	Quarries, Pa.,	2.38
Lilly Branch,	Lilly, Pa.,	Coal Mines, Pa.,	2.12
Bens Creek Branch,	Bens Creek, Pa.,	Coal Mines, Pa.,	1.61
Sonman Branch,	Sonman, Pa.,	Terminus, Pa.,	.71
Martins Branch,	Near Portage, Pa.,	Coal Tipple, Pa.,	3.61
Wilmore Branch,	Near Bens Creek, Pa.	Near Summerhill, Pa.	.22
Summerhill Branch,	Summerhill, Pa.,	South Fork, Pa.,	2.03
Johnstown Branch,	Conemaugh, Pa.,	Johnstown, Pa.,	1.61
Alexandria Branch,	Donohue, Pa.,	Crab Tree, Pa.,	3.12
Brush Creek Branch,	Jeannette, Pa.,	Terminus, Pa.,	.54

PROPERTY OPERATED—Continued.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Bull Run Branch,	Jeannette, Pa.,	Terminus, Pa.,	.71
Manor Branch,	Manor, Pa.,	Claridge, Pa.,	4.30
Youghiogheny Branch,	Irwin, Pa.,	Gratztown, Pa.,	10.19
Turtle Creek Branch,	Stewart, Pa.,	Export, Pa.,	10.56
Lyons Run Branch,	Saunders, Pa.,	Terminus, Pa.,	3.87
East Pittsburg Branch,	Stewart, Pa.,	Union Railroad, Pa.,	5.90
Indiana Branch,	Blairsville Int., Pa.,	Indiana, Pa.,	18.91
Tearing Run Branch,	Tearing Run Jc., Pa.,	Terminus, Pa.,	.83
Homer and Cherry Tree Branch,	Homer & Cherry Tree Jc., Pa.	Terminus, Pa.,	.45
Port Perry Branch,	Near East Pittsburg, Pa.	Thomson, Pa.,	1.32
Lines Operated by Lease.			
Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad.	Dillersville, Pa., Columbia, Pa.,	Harrisburg, Pa., Branch Int., Pa.,	52.64
West Chester Railroad,	Zermatt, Pa.,	West Chester, Pa.,	5.22
Lancaster and Reading N. G. R. R.,	Lancaster, Pa.,	Quarryville, Pa.,	15.21
Tyrone and Clearfield Railway,	Vail, Pa.,	Curwensville, Pa. & Branches.	136.08
Western Pennsylvania Railroad,	Bolivar, Pa.,	Allegheny City and Branches.	129.04
United New Jersey Railroad and Canal Company Lines.	Camden, N. J., Trenton, N. J.,	Jersey City, N. J., So. Amboy, N. J. & Branches.	144.84
Hudson River Ferries,	Jersey City, N. J.,	New York, N. Y.,	1.00
Trenton Delaware Bridge,	Morrisville, Pa.,	Trenton, N. J.,	.19
Philadelphia and Trenton Railroad,	Kensington, Pa.,	Morrisville, Pa., & Branches.	26.50
Connecting Railway,	Mantua, Pa.,	Frankford Jct., Pa.,	6.75
Kensington and Tacony Railroad,	In Philadelphia, Pa.,		6.90
River Front Railroad,	In Philadelphia, Pa.,		4.62
Fair Hill Railroad,	North Penn Jc., Philadelphia.	Philadelphia Terminus, Philadelphia.	.78
Rocky Hill Railroad and Transportation Company.	Kingston, N. J.,	Rocky Hill, N. J.,	2.38
Camden and Burlington Railroad,	Camden, N. J.,	Pemberton, N. J., & Branches.	29.61
Vincentown Branch Railroad,	Ewansville, N. J.,	Vincentown, N. J.,	2.84
Mt. Holly, Lumberton and Medford Railroad.	Mt. Holly, N. J.,	Medford, N. J.,	5.95
Ridgway and Clearfield Railroad,	Ridgway, Pa.,	Falls Creek, Pa.,	27.23
Masontown and New Salem Railroad,	Moser Run Jc., Pa.,	Buffington, Pa.,	6.4
Lines Operated Under Contract.			
Schuylkill and Juniata Railroad,	W. Philadelphia, Pa.,	New Boston, Pa., & Branches.	130.22
Downingtown and Lancaster Railroad,	Downingtown, Pa.,	Conestoga Jc., Pa.,	37.58
Pomeroy and Newark Railroad,	Pomeroy, Pa.,	Near Newark, Del.,	26.70
Columbia and Port Deposit Railway,	Columbia, Pa.,	Perryville, Md.,	43.21
York, Hanover and Frederick Railroad.	York Pa.,	Frederick, Md.,	55.65
Schuylkill and Juniata Railroad,	Lewistown, Pa., Lewistown Jc., Pa.,	Milroy, Pa., Selinsgrove Jc., Pa., and Branches.	55.88
Bedford and Bridgeport Railway,	Mt. Dallas, Pa.,	Pa. and Md. State Line.	49.17
Lewisburg and Tyrone Railroad,	Tyrone, Pa., Montandon, Pa.,	Fair Brook, Pa., & Banches, near Lemont, Pa.,	85.12
Bald Eagle Valley Railroad,	Vail, Pa.,	Lock Haven, Pa., & Branches.	92.63
Tipton Railroad,	Tipton, Pa.,	Coal Mines, Pa., and Branches.	4.44
Cambria and Clearfield Railroad,	Cresson Junc., Pa.,	Glen Campbell Jc., Pa.	102.66
Cresson and Irvona Railroad,	Cresson, Pa.,	Irvona, Pa., and Branches.	29.54
Ebensburg and Black Lick Railroad,	Ebensburg, Pa.,	Near Vintondale, Pa., and Branches.	20.88
South Fork Railroad,	South Fork, Pa.,	Terminus, Pa.,	12.17
Scalp Level Railroad,	Lovett, Pa.,	Scalp Level, Pa., & Branches.	24.62
South West Pennsylvania Railroad,	Near Greensburg, Pa.	Fair Chance, Pa., & Branches.	129.93
Monongahela and Washington Railroad.	Monongahela, Pa.,	Ellsworth, Pa.,	11.06
Pittsburg, Virginia and Charleston Railway	Pittsburg, S. Side, Pa.	West Brownsville, Pa., and Branches.	90.69
Perth Amboy and Woodbridge Railroad.	Near Rahway, Pa.	Perth Amboy, N. J.,	6.40

PROPERTY OPERATED—Continued.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Millstone and New Brunswick Railroad.	Millstone Jc., Pa., ..	East Millstone, N. J., & Branches.	6.64
Belvidere Delaware Railroad, ...	Trenton, Pa., ...	Manaku Chunk, N. J., & branches.	81.09
Bustleton Railroad, ...	Holmesburg Jc., Pa.	Bustleton, Pa., ...	4.16
Philadelphia, Bustleton and Trenton Railroad.	Near N. Penn Jc., Philadelphia, Pa.	Oxford Road, Phila., & Branches.	3.55
Philadelphia, Germantown and Chestnut Hill Railroad.	Germantown Jc., Pa.	Chestnut Hill, Pa., .	13.87
Freehold and Jamesburg Agl. Railroad.	Jamesburg, N. J., ..	Sea Girt, N. J., ...	27.51
Columbus, Kinkora and Springfield Railroad.	Kinkora, N. J., ...	New Lisbon, N. J., .	10.34
Philadelphia and Long Branch Railroad.	Birmingham, N. J., .	Bay Head Jc., N. J., & Branches.	49.07
Philadelphia and Beach Haven Railroad.	Manahawken, N. J.,	Beach Haven, N. J.,	12.09
Engleside Railroad, ...	Jc. Connecting Ry.,..	Terminus in Phila., & Branches.	.17
New York Bay Railroad, ...	Near Waverly, N. J.	Crossing C. R. R. of N. J.	9.20
Delaware River Railroad and Bridge Company.	Frankford Jc., Phila.	Pensauken Jc., N. J., & Branches.	10.27
Philadelphia and Erie Railroad.	Sunbury, Pa., ...	Erie, Penna., and Branches.	304.80
Schuylkill and Juniata Railroad, ...	Sunbury, Pa., ...	Tomhicken, Pa., ...	43.44
Schuylkill and Juniata Railroad, ...	Catawissa, Pa., ...	Wilkes-Barre, Pa., & Branches.	48.43
Schuylkill and Juniata Railroad, ...	Rock Glen Jc., Pa., .	Nescopec, Pa., ...	11.96
Johnsonburg Railroad, ...	Johnsonburg, Pa., ..	Clermont, Pa., ...	19.69
Western New York and Pennsylvania Railway.	Buffalo, N. Y., ...	Emporium Jc., ...	576.39
Allegheny Valley Railway, ...	Oil City and Red Bank, Pa.	Pittsburg, Driftwood and branch.	260.51
Total mileage used by Pennsylvania Railroad Company for its statistics, ...	.....	.....	3,673.50
Lines Operated Under Trackage Rights.			
New York and Long Branch Railroad, .	Perth Amboy, N. J.,	Bay Head, N. J., ...	38.04
Central Railroad of New Jersey, ...	Woodbridge Jc., N. J	Perth Amboy, N. J.,	1.70
Lehigh Valley Railroad, ...	New Boston, Pa., ...	Tomhicken, Pa., ...	25.40
Philadelphia and Reading Railway, ...	Wetherel Jc., Pa., ..	Frackville, Pa., ...	3.20
Pennsylvania Railroad in Maryland. ...	State Line, Pa. & Md.	Cumberland, Md., ...	6.10
Piedmont and Cumberland Railroad. ..	In Cumberland, Md.,	.....	.40
Pittsburg Cincinnati, Chicago and St. Louis Railway.	Pittsburg Sta., Pa., .	Pittsburg, So. Side, Pa.	1.20
Northern Central Railway, ...	Selinsgrove Jc., Pa.,.	Sunbury, Pa., ...	5.00
Pemberton and Highstown Railroad Union Transportation Company.	Pemberton, N. J., ...	Lewistown, N. J., ...	2.60
Total line operated under trackage rights, ...	.....	.....	83.64
Total mileage operated, ...	.....	.....	3,757.14

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$78,186,903 65	Capital stock,	$151,502,400 00
Cost of equipment,	42,978,822 71	Pennsylvania Railroad dividend scrip, May 31, 1893,	2,810 00
Stocks owned,	146,575,423 53	Allotment stock, January, 1900, June, 1901,	54,658,785 00
Bonds owned,	39,198,880 64	Funded debt,	33,537,840 00
Other permanent investments,	232,744 82	Current liabilities,	37,789,573 63
Girard Life and Trust Company, Spl. Eq. 4 per cent. equipment trust gold loan,	3,000,000 00	Real estate mortgages,	5,262,696 41
Construction and equipment suspense,	4,645,261 58	Accrued interest on funded debt not yet payable,	1,628,990 19
Cash and current assets,	45,827,103 26	Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company, guarteed stock bonds,	1,882,550 00
Other assets:		Equipment and securities W. N. J. R. R. and Coal Co.,	3,283,462 25
Materials and supplies,	5,371,396 33	Fund for purchase of securities guaranteed by Pennsylvania Company, created October 9, 1878,	5,036,646 04
Sinking fund,	5,306,640 00	Sinking fund, Pennsylvania Railroad Company, consolidated mortgage bonds,	7,130,420 00
Managers of trust created October 9, 1878,	5,036,646 04	Extraordinary expenditure fund,	3,000,000 00
W. W. J. R. R. and C. Co. equipment securities,	3,283,462 25	Profit and loss,	26,811,662 29
Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company, cost as represented by guaranteed stock and bonds,	1,882,550 00		
Grand total,	$381,527,835 81	Grand total,	$381,527,835 81

PENNSYLVANIA COMPANY.

Date of organization: April 1, 1871.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
A. J. Cassatt,	Philadelphia, Pa.	J. J. Turner,	Pittsburg, Pa.
James McCrea,	Pittsburg, Pa.	Charles E. Pugh,	Philadelphia, Pa.
J. T. Brooks,	"	Samuel Rea,	"
Joseph Wood,	"	George Wood,	"
John P. Green,	Philadelphia, Pa.	C. Stuart Patterson,	"
William H. Barnes,	"	L. F. Loree,	Baltimore, Md.
N. P. Shortridge,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	A. J. Cassatt,	Philadelphia, Pa.
First Vice President,	James McCrea,	Pittsburg, Pa.
Second Vice President,	J. T. Brooks,	"
Third Vice President,	Joseph Wood,	"
Fourth Vice President,	J. A. Turner,	"
Secretary,	S. B. Liggett,	"
Treasurer,	T. H. B. McKnight,	"
Assistant Treasurer,	R. R. Reed,	Philadelphia, Pa.
General Counsel,	J. J. Brooks,	Pittsburg, Pa.
Assistant Counsel,	L. L. Gilbert,	"
Assistant Counsel,	A. E. Burgoon,	Philadelphia, Pa.
Comptroller,	John W. Renner,	Pittsburg, Pa.
Assistant Comptroller,	Albert McElvey,	"
Auditor—Freight receipts,	John M. Lyon,	"
Auditor—Passenger receipts,	C. S. Covert,	"
Auditor—Disbursements,	D. C. Copperstone,	"
General Manager,	G. L. Pock,	"
Chief Engineer,	Thomas Rodd,	"
General Superintendent,	Charles Watt,	"

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Rochester, Beaver Falls and Western Railway.	Junction with Marginal R. R., Beaver Falls, Pa.	Sixth Ave., Beaver Falls, Pa.	.55
South Chicago and Southern Railroad,	Colehour Jct., Ills.,	Bernice, Ills.,	9.32
Hammond Branch,	Hegewisch, Ills.,	Indiana State line,	.93
State Line and Indiana City Railway,	Illinois State line,	Clark Jct., Ind.,	7.56
Calumet River Railway,	100th street, Chicago,	Hegewisch, Ills.,	4.43
Pittsburg, Ft. Wayne and Chicago Ry.,	Pittsburg, Pa.,	Chicago, Ills.,	468.32
Cumings Branch,	South Chicago, Ills.,	Cummings, Ills.,	1.57
Masillon and Cleveland Railroad,	Masillon Jct., O.,	Chippewa, O.,	12.73
Erie and Pittsburg Railroad,	New Castle, Pa.,	Girard Junction, Pa.,	81.00
Dock Branch at Erie, Pa.,	Jct. with Main line,	State St., Erie, Pa.,	3.47
Cleveland and Pittsburg Railroad,	Rochester, Pa.,	Cleveland, O.,	123.80
River Division,	Yellow Creek, O.,	Bellaire, O.,	43.41
Tuscarawas Branch,	Bayard, O.,	New Philadelphia, O.,	31.10
Salineville Branch,	Salineville, O.,	Pittsburg Coal Co's mines, Carroll Co., Ohio.	3.07
New Castle and Beaver Valley Railroad,	Homewood, Pa.,	New Castle, Pa.,	14.98
Pittsburg, Youngstown and Ashtabula Railroad.	Kenwood, Pa.,	Ashtabula, O.,	99.00
Canfield Branch,	Jct. near Haselton, Ohio.	Youngstown Tube Works.	1.19
Alliance Branch,	Niles, O.,	Alliance Jct., O.,	24.90
Pittsburg, Ohio Valley and Cincinnati Railroad.	Bellair, O.,	Powhatan, O.,	15.27
Toledo, Walhonding Valley and Ohio Railroad.	Coshocton, O.,	West Londonville, O.,	45.42
	Toledo Jct., O.,	Toledo, O.,	79.98
Rolling Mill Railroad,	Jct. with T. W. V. & O. R. R. at E. Toledo, O.	Maurice & Co., Rolling Mill, E. Toledo, O.	.71
Marginal Railroad, Beaver Falls, Pa.,	Jct. with P., F. W. & C. Ry.	A point on Second Ave., Beaver Falls, Pa.	2.96
Cleveland and Marietta Railway,	Marietta, O.,	Canal Dover,	103.13
Indianapolis and Vincennes Railroad,	Indianapolis, Ind.,	Vincennes, Ind.,	116.52
Island Coal Branch and Dugger Extension.	Bushrod, Ind.,	Duggersville, Ind.,	11.88
Gosport Branch,	Gosport, Ind.,	Stineville, Ind.,	4.31
New Castle Branch,	Mahoningtown, Pa.,	Stoneboro, Pa.,	37.62
Lake Shore and Michigan Southern,	Stoneboro, Pa.,	Oil City, Pa.,	29.70
Lake Shore & Michigan Southern Ry.,	Girard Jct., Pa.,	Erie, Pa.	16.74
Union Railway,	Indianapolis, Ind.,		.12
Total mileage operated,			1,395.62

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,446,591 19	Capital stock,	$21,000,000 00
Cost of equipment,	7,935,447 12	Funded debt,	38,512,718 34
Stocks owned,	40,978,425 89	Current liabilities,	9,421,611 67
Bonds owned,	9,473,232 84	Real estate mortgages,	60,000 00
Other permanent investments,	1,363,438 21	Accrued interest on funded debt not yet payable,	226,301 45
Cash and current assets,	6,118,490 37	Accrued principal on car trust equipment not yet payable,	203,018 95
Other Assets:		Due lessor companies for supplies,	831,831 58
Equipment trust payments,	3,562,718 34	Profit and loss,	6,605,666 34
Materials and supplies,	1,629,401 03		
Sinking fund,	538,000 00		
Sundries,	726,382 69		
Betterments to leased roads,	3,095,020 65		
Grand total,	$76,861,148 33	Grand total,	$76,861,148 33

PENNSYLVANIA AND NEW YORK CANAL AND RAILROAD COMPANY.

Operated by Lehigh Valley Railroad Company.

Date of organization: Organized as North Branch Canal Company May 15, 1858. Name changed March 20, 1865.

Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Chas. Hartshorne,	Philadelphia, Pa.	Elisha P. Wilbur,	South Bethlehem, Pa.
E. T. Stotesbery,	"	Wm. C. Alderson,	Philadelphia, Pa.
Wm. H. Sayre,	South Bethlehem, Pa.	John R. Fanshawe,	"
Albert Lewis,	Bear Creek, Pa.	Isaac McQuilkin,	"
James W. Fuller,	Catasauqua, Pa.	David G. Baird,	"
William Connell,	Scranton, Pa.	E. A. Albright,	New York, N. Y.

OFFICERS.

Title.	Name.	Official Address.
President,	Alfred Walter,	Philadelphia, Pa.
Secretary,	John R. Fanshawe,	"
Treasurer,	Wm. C. Alderson,	"
Comptroller,	Isaac McQuilkin,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Pennsylvania, N. Y. Canal & Railroad Co.	Wilkes-Barre, Pa.	New York State line.	Lehigh Valley R. R. Co.	Lease, ...	98.97
Branches & spurs,	.....	.....	.....	.....	39.69
Total mileage,	.....	.....	.....	.....	138.66

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$8,140,963 52	Capital stock, ...	$1,061,700 00
Lands owned, ...	127,294 81	Funded debt, ...	10,000,000 00
Profit and loss, ...	2,887,960 25	Current liabilities, ...	94,518 58
Grand total, ...	$11,156,218 58	Grand total, ...	$11,156,218 58

PENNSYLVANIA AND NORTHWESTERN RAILROAD COMPANY.

Date of organization: January 1, 1890.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Edward J. Berwind, ..	Philadelphia, Pa.	Aaron Fries, ...	Philadelphia, Pa.
H. A. Berwind, ...	"	Stephen Greene, ...	"
John H. Converse, ...	"	John Reilly, ...	"
Rudolph, Ellis, ...	"		

OFFICERS.

Title.	Name.	Official Address.
President, ...	Edward J. Berwind, ...	Philadelphia, Pa.
First Vice President, ...	Aaron Fries, ...	"
Secretary and Treasurer, ...	F. S. Lewis, ...	"
Auditor, ...	C. K. Elder, ...	Bellwood, Pa.
General Manager, ...	F. S. Lewis, ...	Philadelphia, Pa.
Engineer, ...	C. F. Moore, ...	Bellwood, Pa.
Superintendent, ...	W. A. Ford, ...	"

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Pennsylvania and North Western Railroad.	Bellwood, Blair Co., Pa.	A point 3,165 ft. west of Horatio, Jefferson Co., Pa.	61.43
Stroud Branch,	Figart Station, Cambria Co., Pa.	Coal mines of Max Frick.	2.16
Fallen Timber Branch,	Near Glasgow Station, Cambria Co., Pa.	Plant of Bear Ridge Coal and Coke Co.	.93
South Witmer Branch,	Irvona, Pa.,	Coal mines Nos. 1 & 2, Mitchell Coal & Coke Co.	2.56
Elk Run Branch,	Punxsutawney, Pa.,	West Eureka Mine No. 13, of the B. W. C. M. Co.	5.47
Mahoning Branch,	End of main track,	Fordham, Pa.,	3.28
Millersburg Railroad,	Anila, Jefferson Co., Pa.	McLeavy's mines,	1.39
Toaol mileage operated,			77.22

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$4,165,554 86	Capital stock,	$2,250,000 00
Cost of equipment,	551,847 86	Funded debt,	2,247,000 00
Stocks owned,	20,000 00	Current liabilities,	91,174 48
Cash and current assets,	150,279 79	Profit and loss,	362,688 26
Other Assets:			
Materials and supplies,	52,180 23		
Sinking fund,	11,000 00		
Grand total,	$4,950,862 74	Grand total,	$4,950,862 74

PEOPLE'S RAILWAY COMPANY.

Operated by Schuylkill Electric Railway Company and Schuylkill and Lehigh Valley Railroad Company.

Date of organization: May 24, 1865.

Under laws of what government or state organized: Pennsylvania.

DIRECTORS

Names.	Official Address.	Names.	Official Address.
R. C. Luther,	Pottsville, Pa.	J. P. Jones,	Pottsville, Pa.
W. D. Baber,	"	L. F. Brigham,	"
George S. Clemens,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	R. C. Luther,	Pottsville, Pa.
Secretary and Treasurer,	W. D. Pollard,	"
Superintendent,	W. D. Pollard,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
People's Railway,	Pottsville, Pa.,	Minersville, Pa.,	4.40

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$99,246 07	Capital stock,	$100,000 00
Cost of equipment,	1,287 29	Funded debt,	36,000 00
Cash and current assets,	24,358 13	Current liabilities,	31 69
Profit and loss,	11,140 15		
Grand total,	$136,031 69	Grand total,	$136,031 69

PERKIOMEN RAILROAD COMPANY.

Date of organization: March 23, 1865.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Theodore Voorhees,	Philadelphia, Pa.	Howard Boyd,	Norristown, Pa.
C. E. Henderson,	"	D. K. Graber,	Pennsburg, Pa.
E. F. Smith,	"	Jonathan P. Hillegass,	"
J. H. Loomis,	"	Chas. M. Reed,	"
James M. Landis,	"	Jacob B. Hillegass,	Norristown, Pa.
Theo. M. Richards,	"	Wm. F. Dannehower,	"

OFFICERS.

Title.	Name.	Official Address.
President,	James Boyd,	Philadelphia, Pa.
First Vice President,	Theodore Voorhees,	"
Second Vice President,	C. E. Henderson,	"
Secretary,	W. R. Taylor,	"
Treasurer,	W. A. Church,	"
Comptroller,	D. Jones,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Perkiomen Railroad,	Perkiomen Jct., Pa.,	Emaus, Pa.,	38.33

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2,826,700 59	Capital stock,	$1,500,000 00
Cost of equipment,	510 00	Funded debt,	1,924,600 00
Cash and current assets,	96,131 96	Current liabilities,	43,634 30
Other Assets:			
Materials and supplies,	14,700 15		
Profit and loss,	530,191 60		
Grand total,	$3,468,234 30	Grand total,	$3,468,234 30

PERRY COUNTY RAILROAD COMPANY.

Date of organization: February 4, 1887.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Charles H. Smiley,	New Bloomfield, Pa.	Samuel Ebert,	Loysville, Pa.
Jos. McIlhenny,	"	D. B. Milliken,	Landisburg, Pa.
H. C. Shearer,	"	S. R. Lightner,	"
Chas. A. Bennett,	"	P. F. Duncan,	Duncannon, Pa.
Horace E. Shelbley,	"	Geo. Pennell,	"
H. Welcomer,	"	A. Bower,	Falling Springs, Pa.

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board and President,	Chas. H. Smiley,	New Bloomfield, Pa.
First Vice President,	D. B. Milliken,	Landisburg, Pa.
Second Vice President,	W. H. Miller,	York, Pa.
Secretary,	James W. Shull,	New Bloomfield, Pa.
Treasurer,	A. R. Johnson,	"
General Solicitor,	James W. Shull,	"
Auditor,	W. S. Seibert,	"
General Manager,	H. C. Shearer,	"
General Superintendent,	H. C. Shearer,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Perry County Railroad,	Duncannon, Pa.,	Landisburg, Pa.,	22.60

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$216,500 73	Capital stock,	$97,900 00
Cost of equipment,	8,128 50	Funded debt,	125,000 00
Cash and current assets,	749 41	Current liabilities,	18,317 41
Other Assets:		Accrued interest on funded debt not yet payable,	480 00
Materials and supplies,	240 00	Profit and loss,	512 34
Sundries,	16,621 08		
Grand total,	$242,239 75	Grand total,	$242,239 75

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY.

Operated by Philadelphia, Wilmington and Baltimore Railroad Company.
Date of organization: March 17, 1853.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Name.	Official Address.
Henry F. Kennedy,	General Office Penna. R. R. Co., Philadelphia.
John P. Green,	" "
N. P. Shortridge,	" "
Samuel R. Dickey,	Oxford, Pa.
S. D. Ramsey,	West Chester, Pa.
Thomas V. Cooper,	Media, Pa.
George S. Dare (Maryland State Director),	Rising Sun, Md.

OFFICERS.

Title.	Name.	Official Address.
President,	Henry F. Kenny,	Philadelphia, Pa.
Vice President,	John P. Green,	"
Secretary,	Vacant.	
Treasurer,	Robt. W. Smith,	"
Assistant Secretary,	Lewis Neilson,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Philadelphia and Baltimore Central R. R.	West Phila.,	Octororo Jct.,	P. W. & B. R. R. Co.	As Agent,	62.62
	Wawa,	West Chester,	P. W. & B. R. R. Co.		9.43
Branch,	Brandywine Summit.	Kaolin Works,			1.63
Chester Creek R.R.	Lamokin,	Lenni,	P. W. & B. R. R. Co. as agents for P. & B. C. R. R. Co., lessees.		6.69
Total mileage,					80.37

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$4,058 693 89	Capital stock,	$2,499,191 00
Stocks owned,	1,100 00	Funded debt,	2,200,000 00
Lands owned,	293,822 37	Ground rents,	26,512 50
Cash and current assets,	379,032 84	Current liabilities,	50,337 62
Profit and loss,	95,725 35	State of Maryland,	35,000 00
		Accrued interest on funded debt not yet payable,	17,333 33
Grand total,	$4,828,374 45	Grand total,	$4,828,374 45

PHILADELPHIA BELT LINE RAILROAD COMPANY.

Date of organization: May 10, 1889.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Name.	Official Adrdess.
James Dobson,	1993 Filbert street, Philadelphia, Pa.
Charles H. Cramp,	Beach and Ball streets, Philadelphia.
Walter F. Hagar,	Philadelphia Bank Building, Philadelphia.
E. A. Hancock,	355 Bourse, Philadelphia.
Wm. H. Jenks,	328 Chestnut street, Philadelphia.
Calvin Pardee,	302 Drexel Building, Philadelphia.
Frank L. Neall,	307 Walnut street, Philadelphia.
Francis B. Reeves,	20 South Front street, Philadelphia.
Wm. W. Justice,	Manheim street, Philadelphia.
John T. Bailey,	Water and Morris streets, Philadelphia.

OFFICERS.

Title.	Name.	Official Address.
President,	Francis B. Reeves,	30 Merchants' Exchange, Phila.
First Vice President,	Walter F. Hagar,	" "
Secretary,	John J. Curley,	" "
Treasurer,	Richard Tull,	" "
Attorney or General Counsel,	George S. Graham,	512 Crozer Building.
General Manager,	Ashbel Welch,	30 Merchants' Exchange, Phila.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Main line,	Allegheny Ave.,	Bridesburg,	2.66
Miscellaneous sidings,			1.14
Under contract with Pennsylvania Railroad Company, portion of their line and line of River Front Railroad.	Callowhill St.,	Tasker St.,	2.00
Total mileage operated,			5.80

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$215,582 36	Capital stock,	$200,000 00
Cash and current assets,	591 71	Funded debt,	16,174 07
Grand total,	$216,174 07	Grand total,	$216,174 07

PHILADELPHIA, BUSTLETON AND TRENTON RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: May 1, 1893.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
R. D. Barclay,	Philadelphia, Pa.	Wm. A. Patton,	Philadelphia, Pa.
Jos. M. Crawford,	"	Thos. B. Rea,	New York, N. Y.
John P. Green,	"	George Wood,	Philadelphia, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	Albert Hewson,	"
Treasurer,	Taber Ashton,	"
Chief Engineer,	Wm. H. Brown,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Philadelphia, Bustleton & Trenton R. R.	North Penn Jc., Philadelphia, Pa.	Oxford Road, Philadelphia, Pa.	Pennsylvania R. R. Co.	.....	3.55

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$438,023 22	Capital stock,	$436,450 00
Cash and current assets,	3,705 89	Profit and loss,	5,279 11
Grand total,	$441,729 11	Grand total,	$441,729 11

PHILADELPHIA AND CHESTER VALLEY RAILROAD COMPANY.

Date of organization: March 7, 1888.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
C. E. Henderson,	Philadelphia, Pa.	Theodore Voorhees,	Philadelphia, Pa.
James M. Landis,	"	W. R. Taylor,	"
Chas. Heebner,	"	Hugh DeHaven,	"

OFFICERS.

Title.	Name.	
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	"
Treasurer,	W. A. Church,	"
Comptroller,	D. Jones,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Philadelphia and Chester Valley Railroad.	Bridgeport, Pa.,	Downingtown, Pa.,	21.49

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,099,066 36	Capital stock,	$755,100 00
Cash and current assets,	40,437 55	Funded debt,	380,510 00
Profit and loss,	123,227 54	Current liabilities,	123,566 35
		Accrued interest on funded debt not yet payable,	3,555 10
Grand total,	$1,262,731 45	Grand total,	$1,262,731 45

PHILADELPHIA AND DELAWARE COUNTY RAILROAD COMPANY.

Operated by Philadelphia, Wilmington and Baltimore Railroad Company.
Date of organization: April 2, 18 0.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Wm. H. Barnes,	Philadelphia, Pa.	N. P. Shortridge,	Wynnewood, Pa.
John P. Green,	"	J. Randall Williams,	Philadelphia, Pa.
Wm. A. Patton,	"	Stuart Wood,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	Albert Hewson,	"
Treasurer,	Taber Ashton,	"
Chief Engineer,	Wm. H. Brown,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Philadelphia and Delaware County Railroad.	Fernwood, Pa.,	Newtown Sq., Pa.	Philadelphia, Wilmington & Baltimore R. R. Co.	Resolution of Board.	9.93
Branch,					1.96
Total mileage,					11.89

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$601,002 51	Capital stock,	$354,750 00
Cash and current assets,	4,029 09	Funded debt,	180,000 00
Profit and loss,	114,588 31	Current liabilities,	182,619 91
		Accrued interest on funded debt not yet payable,	2,250 00
Grand total,	$719,619 91	Grand total,	$719,619 91

PHILADELPHIA AND ERIE RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: April 3, 1837.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
N. P. Shortridge,	Wynnewood, Pa.	J. H. Catherwood,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.	George Wood,	"
Sam'l G. Thompson,	"	Samuel Rea,	"
J. Bayard Henry,	"	W. S. P. Shields,	"
William L. Elkins,	"	Henry M. Gratz,	"
Amos R. Little,	"	Jas. Elverson,	"
William H. Barnes,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	N. Parker Shortridge,	Philadelphia, Pa.
Secretary and Treasurer,	J. S. Vanzandt,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name	Terminals. From—	Terminals. To—	By what Company Operated.	Under what kind of contract operated.	Miles of line.
Philadelphia and Erie Railroad Company.	Sunbury, Pa.,	Erie, Pa.,	Penna. Railroad Co.		287.56
Branch,	Queens Run, Pa.	Terminus,			3.60
Branch,	Williamsport, Pa.	Nisbet, Pa.,			7.39
Branch,	Newberry, Pa.,	Williamsport, Pa.			1.93
Branch,	In Williamsport,				4.32
Total mileage,					304.80

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$30,466,182 05	Capital stock,	$10,385,000 00
Stocks owned,	29,962 50	Funded debt,	19,823,000 00
Cash and current assets,	1,722,165 73	Current liabilities,	169,858 71
Other Assets:		Accrued interest on funded debt not yet payable,	384,987 52
Materials and supplies,	36,463 14	Sundry items,	5,218 50
Sundries,	167,888 71	Renewal fund,	244,000 00
		Extraordinary expenditure fund,	500,000 00
		Profit and loss,	910,596 40
Grand total,	$32,422,661 13	Grand total,	$32,422,661 13

PHILADELPHIA AND FRANKFORD RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: March 12, 1892.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
W. W. Foulkrod,	Philadelphia, Pa.	John Lowber Welsh,	Philadelphia, Pa.
D. C. Nimlet,	"	Theodore Voorhees,	"
Wm. M. Horrocks,	"	C. E. Henderson,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	"
Treasurer,	W. A. Church,	"
Comptroller,	D. Jones,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Philadelphia and Frankford Railroad.	Crescentville, Pa.	Frankford, Pa.,	Philadelphia and Reading Ry.	Agreement,	2.59

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$729,968 13	Capital stock,	$500,000 00
Cash and current assets,	537,102 45	Funded debt,	500,000 00
		Current liabilities,	251,993 23
		Profit and loss,	15,077 35
Grand total,	$1,267,070 58	Grand total,	$1,267,070 58

PHILADELPHIA, GERMANTOWN AND CHESTNUT HILL RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: December 28, 1882.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
W. L. Elkins,	Philadelphia, Pa.	N. P. Shortridge,	Philadelphia, Pa.
John P. Green,	"	C. Stuart Patterson,	"
Samuel Rea,	"	Chas. W. Henry,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Samuel F. Houston,	Philadelphia, Pa.
Secretary,	Albert Hewson,	"
Treasurer,	Taber Ashton,	"
Chief Engineer,	William H. Brown,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Philadelphia, Germantown and Chestnut Hill Railroad.	German town Junction.	Chestnut Hill,	Penna. Railroad Co.	Lease,	6.75
Branches,					7.12
Total mileage,					13.87

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2,525,212 39	Capital stock,	$1,263,000 00
Construction suspense account,	5,090 71	Funded debt,	1,263,000 00
Cash and current assets,	24,484 79	Current liabilities,	218,760 53
Profit and loss,	199,444 14	Accrued interest on funded debt not yet payable,	9,472 50
Grand total,	$2,754,233 03	Grand total,	$2,754,233 03

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: February 17, 1831.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.
Frederick V. Jorden,	Broad Street Station, Philadelphia.
James Tracy,	Conshohocken, Pa.
Edward Dale Foland,	104 S. Fifth Street, Philadelphia, Pa.
Elwood Rhoads,	Norristown, Pa.
W. S. Wilson,	New Centreville, Pa.
Howard Bond,	Norristown, Pa.
William Dulles,	262 N. Sixteenth Street, Philadelphia, Pa.
George H. Colket,	Fourth and Walnut Streets, Philadelphia, Pa.
John A. Brown, Jr.,	Real Estate Trust Building, Philadelphia, Pa.
Richard Dale,	1215 Spruce street, Philadelphia, Pa.
John W. Johnson,	535 Chestnut Street, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board and President,	W. S. Wilson,	132 S. 3d St., Phila.
Secretary and Treasurer,	W. W. Stephens,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Philadelphia, Germantown & Norristown R. R.	Ninth & Green St.	Germantown,	The Philadelphia & Reading Ry. Co.	Lease,	6.40
Norristown Branch	Sixteenth St.,	Norristown, Pa.			14.20
Total mileage,					20.60

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,639,872 33	Capital stock,	$2,246,900 00
Cost of equipment,	367,988 09	Current liabilities,	61,371 16
Bonds owned,	3,952 00		
Plymouth Railroad account,	274,495 19		
Cash and current assets,	15,456 38		
Other Assets:			
Sundries,	6,507 17		
Grand total,	$2,308,271 16	Grand total,	$2,308,271 16

PHILADELPHIA, HARRISBURG AND PITTSBURG RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: July 24, 1890.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
John Lowber Welsh, ...	Philadelphia, Pa.	C. H. Quarles, ...	Philadelphia, Pa.
W. G. Besler, ...	"	George F. Baer, ...	"
Charles Heebner, ...	"	C. E. Henderson, ...	"

OFFICERS.

Title.	Name.	Official Address.
President, ...	Joseph S. Harris, ...	Philadelphia, Pa.
Secretary, ...	W. R. Taylor, ...	"
Treasurer, ...	W. A. Church, ...	"
Comptroller, ...	D. Jones, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Philadelphia, Harrisburg & Pittsburg Railway.	Harrisburg, Pa.	Shippensburg, Pa.	Philadelphia and Reading Railway Company.	Lease, ...	47.17

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$3,997,113 19	Capital stock, ...	$2,000,000 00
Cash and current assets, ...	10,002 32	Funded debt.	2,000,000 00
Profit and loss, ...	5,164 67	Current liabilities, ...	12,280 18
Grand total, ...	$4,012,280 18	Grand total, ...	$4,012,280 18

PHILADELPHIA, NEWTOWN AND NEW YORK RAILROAD COMPANY.

Date of organization: January 29, 1873.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Sam'l G. Thompson, ..	Newtown, Pa.	George F. Baer, ...	Philadelphia, Pa.
Smith Harper, ...	"	B. H. Bail, ...	"
J. P. Hutchinson, ...	"	Theodore Voorhees, ...	"
John Lowber Welsh, ..	Philadelphia, Pa.	C. E. Henderson, ...	"

OFFICERS.

Title.	Name.	Official Address.
President, ...	James Boyd, ...	Philadelphia, Pa.
First Vice President, ...	Theodore Voorhees, ...	"
Second Vice President, ...	C. E. Henderson, ...	"
Secretary, ...	W. R. Taylor, ...	"
Treasurer, ...	W. A. Church, ...	"
Comptroller, ...	D. Jones, ...	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Philadelphia and Newtown and New York Railroad.	Erie Av., Phila., Pa. Olney, Pa., ...	Newtown, Pa., ... Newtown Jct., Pa.,	21.70

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$2,703,213 30	Capital stock, ...	$1,625,000 00
Cash and crurent assets, ...	20,679 43	Funded debt, ...	1,417,000 00
Other Assets:		Current liabilities, ...	272,589 64
Materials and supplies, ...	6,410 36	Accrued interest on funded debt not yet payable, ...	3,802 50
Profit and loss, ...	588,108 99		
Grand total, ...	$3,318,392 14	Grand total, ...	$3,318,392 14

PHILADELPHIA AND READING RAILWAY COMPANY.

Date of organization: November 17, 1896.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
George C. Thomas, ...	Philadelphia, Pa.	H. A. Du Pont, ...	Philadelphia, Pa.
John Lowber Welsh, ...	"	Charles Steele, ...	"
Henry P. McKean, ...	"	Joseph S. Harris, ...	"

OFFICERS.

Title.	Name.	Official Address.
President, ...	George F. Baer, ...	Philadelphia, Pa.
First Vice President, ...	Theodore Voorhees, ...	"
Second Vice President, ...	C. E. Henderson, ...	"
Secretary, ...	W. R. Taylor, ...	"
Treasurer, ...	W. A. Church, ...	"
General Solicitor, ...	J. D. Campbell, ...	"
Comptroller, ...	D. Jones, ...	"
Chief Engineer, ...	Wm. Hunter, ...	"
General Superintendent, ...	W. G. Bestler, ...	Reading, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Philadelphia and Reading Railway, Main Line and Branches.	Philadelphia, Pa., ...	Reading, Pa., ... Pottsville, Pa., ... Harrisburg, Pa., ... Shippensburg, Pa., Allentown, Pa., ... Slatington, Pa., ... Williamsport, Pa.,..	.....	365.55
Allentown Railroad, ...	Topton, Pa., ...	Kutztown, Pa., ...	4.45	
Catawissa Railroad, ...	Tamanend, Pa., ...	Newberry Junc., Pa..	102.95	
Colebrookdale Railroad, ...	Pottstown, Pa., ...	Barto, Pa., ...	12.84	
Delaware and Bound Brook Railroad.	Delaware River, N. J.	Bound Brook, N. J., Trenton, N. J., ...	33.84	
East Mahany Railroad, ...	E. Mahanoy Jct., Pa.,	St. Nicholas, ...	10.95	
East Pennsylvania Railroad, ..	Reading, Pa., ...	Allentown, Pa., ...	35.38	
Little Schuylkill and Nav. Railroad.	Port Clinton, Pa., ...	Tamanend, Pa., ... Reevesdale, Pa., ...	31.48	
Mill Creek and Mine Hill Railroad.	Mill Creek Jct., Pa.,	Broad Mountain, ...	3.81	

PROPERTY OPERATED—Continued.

Name.	Terminals. To—	Terminals. From—	Miles of line for each road named.	Miles of line for each class of roads named.
Mine Hill and Schuylkill Haven Railroad.	Schuylkill Haven, Pa.	Ashland, Pa., ... Enterprise Junc., ..	42.03	
Mt. Carbon and Port Carbon Railroad.	Mount Carbon, Pa.,..	Port Carbon, ...	2.50	
Norristown Junction Railroad,	In Norristown, Pa.,..	Pennsylvania, ...	.37	
North Pennsylvania Railroad, ..	Philadelphia, Pa., ...	Bethlehem, Pa., ... Doylestown, Pa., .. Dela. River, Pa.,..	86.2	
Pickering Valley Railriad, ...	Phoenixville, Pa., ...	Byers, Pa., ...	11.21	
Philadelphia, Germantown and Norristown Railroad.	Philadelphia, Pa., ...	Germantown, Pa., Oreland, Pa., ...	29.60	
Chestnut Hill Railroad, ...	Germantown, Pa., ...	Chestnut Hill, Pa.,..	4.03	
Philadelphia, Harrisburg and Pittsburg Railroad.	Harrisburg, Pa., ...	Shippensburg, Pa., ..	47.17	
Philadelphia and Reading Terminal Railroad.	In Philadelphia, Pa.,	.....	1.30	
Schuylkill and Lehigh Railroad.	Reading, Pa., ...	Slatington, Pa., ...	43.98	
Schuylkill Valley Navigation Railroad.	Port Clinton, Pa., ...	Reevesdale, Pa., ...	10.96	
Shamokin, Sunbury and Lewisburg Railroad.	Carbon Run Jct., ...	West Milton Jct., ...	31.29	
Philadelphia and Frankford Railroad.	Crescentville, Pa., ...	Frankford, Pa., ...	2.59	
Wilmington & Northern Railroad.	Wilmington, Del., ...	Reading, Pa..	88.41	
Allentown Terminal Railroad,..	In Allentown, Pa., Connecting track in one-half mile in	Allentown, Pa.,about length.	———	637.35
Total mileage operated, ..	.....	.....	.....	1,002.90

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$80,582,837 60	Capital stock, ...	$20,000,000 00
Cash and current assets, ...	4,198,968 98	Funded debt, ...	67,683,952 00
Other Assets:		Current liabilities, ...	4,862,614 94
Materials and supplies, ...	2,116,998 63	Real estate mortgages, ...	632,405 54
Philadelphia subway, ...	2,700,000 00	Accrued interest on funded debt not yet payable, ...	307,145 85
Philadelphia and Reading Terminal, ...	8,500,000 00	Accrued rental not yet payable,	412 356 07
New equipment, ...	414,494 57	Philadelphia subway, ...	2,700,000 00
		Equipment received through lease of W. & N. R. R., ...	346,640 50
		Profit and loss, ...	1,568,174 88
Grand total, ...	$98,513,289 78	Grand total, ...	$98,513,289 78

PHILADELPHIA AND READING TERMINAL RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: April 12, 1888.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
George F. Baer, ...	Philadelphia, Pa.	Henry P. McKean, ...	Philadelphia, Pa.
Geo. C. Thomas, ...	"	H. A. Du Pont, ...	"
John Lowber Welsh, ..	"	Theodore Voorhees, ...	"

OFFICERS.

Title.	Name.	Official Address.
President, ...	J. S. Harris, ...	Philadelphia, Pa.
Secretary, ...	W. R. Taylor, ...	"
Treasurer, ...	W. A. Church, ...	"
Comptroller, ...	D. Jones, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Philadelphia and Reading Terminal R. R.	9th and Fairmount ave. & Broad and N. 6th streets.	12th & Market streets, Philadelphia, Pa.	Philadelphia and Reading Ry. Co.	Lease, ...	1.30

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$11,274,472 98	Capital stock, ...	$8,500,000 00
Cash and current assets, ...	1,197 64	Current liabilities, ...	2,723,791 45
		Real estate mortgages, ...	51,879 17
Grand total, ...	$11,275,670 62	Grand total, ...	$11,275,670 62

PHILADELPHIA AND TRENTON RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: June 9, 1832.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
G. M. Dorrance, ...	Philadelphia, Pa.	Amos R. Little, ...	Philadelphia, Pa.
N. P. Shortridge, ...	Wynnewood, Pa.	John P. Green, ...	"
Alexander M. Fox, ...	Philadelphia, Pa.	George Wood, ...	"
W. H. Wilson, ...	"	Samuel Rea, ...	"
C. S. Patterson, ...	"	W. H. Barnes, ...	"
H. B. Ely, ...	"	Lewis Elkin, ...	"

OFFICERS.

Title.	Name.	Official Address.
President, ...	John P. Green, ...	Philadelphia, Pa.
Secretary, ...	James R. McClure, ...	"
Treasurer, ...	John M. Wood, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Philadelphia and Trenton Railroad.	Morrisville, Pa.	Philadelphia, Pa.	Pennsylvania Railroad Company.	Lease, ...	26.50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$4,400,402 47	Capital stock, ...	$1,259,100 00
Stocks owned, ...	104,655 56	Current liabilities, ...	2,542,414 47
Cash and current assets, ...	10 00	Profit and loss, ...	703,553 56
Grand total, ...	$4,505,068 03	Grand total, ...	$4,505,068 03

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD COMPANY.

Date of organization: April 2, 1831.
Under laws of what government or state organized: Delaware, Pennsylvania and Maryland.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
A. J. Cassatt,	Philadelphia, Pa.	German H. Hunt,	Baltimore, Md.
William Sellers,	"	N. Parker Shortridge,	Philaedlphia, Pa.
John P. Green,	"	Preson Lea,	Wilmington, Del.
Samuel Rea,	"	John Cassels,	Washington, D. C.
Benj. F. Newcomer,	Baltimore, Md.	Charles E. Pugh,	Philadelphia, Pa
Edward Lloyd,	Tunis Mills, Md.	W. H. Barnes,	"
Skipwith Wilmer,	Baltimore, Md.	S. M. Prevost,	"
E. T. Warner,	Wilmington, Del.	C. C. Febiger,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Alexander J. Cassatt,	Broad St. Station, Philadelphia.
First Vice President,	John P. Green,	" "
Second Vice President,	Chas. E. Pugh,	" "
Third Vice President,	Sutherland M. Prevost,	" "
Fourth Vice President,	Samuel Rea,	" "
Secretary,	Lewis Neilson,	" "
Treasurer,	Robert W. Smith,	" "
General Solicitor,	James A. Logan,	" "
Comptroller,	Robert W. Downing,	" "
General Manager,	J. B. Hutchinson,	" "
Chief Engineer,	W. H. Brown,	" "
General Superintendent,	E. F. Brooks,	" "

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
1 A.			
Philadelphia, Wilmington and Baltimore Railroad.	Philadelphia, Pa.,	Baltimore, Md.,	94.65
Claymont Branch,	Pa. and Del. State Line.	Naaman's Creek, Del.	.72
B.			
Branch,	Gray's Ferry, Phila.,	Junction with Junction Railroad, Philadelphia.	.20
Southwark Branch,	Broad street, Phila.,	Dock street, Phila.,	1.71
Shellpot Branch,	Edgemoor, Del.,	Near Newport, Del.,	4.83
Brandywine Branch,	Landlith, Del.,	Augustine Mills, Del	2.14
New Castle and Wilmington Branch,	Delaware Jc., Pa.,	Shellpot Crossing, Del.	.97
Newark and Delaware City Branch,	Newark, Del.,	Delaware City, Del.,	11.79
Branch,	Perryville, Md.,	Eidelmaus, Md.,	.32
Branch,	Bay View, Md.,	Junction with Union Railroad in Baltimore.	.06
Junction Railroad,	North End Market st., Phila.	Gray's Ferry, Phila.,	1.67
Junction Railroad,	Belmont, Phila.,	35th street, Phila.,	1.95
No. 4.			
Delaware Railroad, main line,	Shellpot Crossing, Del	Delmar, Del.,	95.22
New Castle Cut-off,	Jc., Shellpot Branch.	New Castle, Del.,	5.43
Branch,	Townsend, Del.,	Masseys, Md.,	9.21
Branch,	Clayton, Del.,	Smyrna, Del.,	1.20

PROPERTY OPERATED—Continued.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Branch,	Seaford, Del.,	Near Oak Grove, Del.	5.73
Branch,	Clayton, Del.,	Oxford, Md.,	54.30
Branch,	Near Oak Grove, Del.	Cambridge, Md.,	27.24
Del., Maryland and Virginia Railroad,	Harrington, Del., Georgetown, Del.,	Rehoboth, Del., Franklin City, Va.,	97.53
Branch,	Masseys, Md.,	Centreville, Md.,	25.00
Baltimore and Potomac Railroad,	Baltimore, Md.,	South End Long Bridge, Washington, D. C.	43.39
	Bowie, Md.,	Pope's Creek, Md.,	48 70
Branch,	Loudon, Park, Baltimore.	Claremont Stock Yards, Baltimore.	1.20
Catonville Short Line Railroad,	Loudon Park, Baltimore.	Catonville, Md.,	2.80
Washington Southern Railway,	South end Long Bridge, Washington, D. C.	Quantico, Va., and Branch.	37.85
Philadelphia and Baltimore Central Railroad.	West Philadelphia, Pa.	Octoraro Junc., Md.,	62.62
Branch,	Wawa, Pa.,	West Chester, Pa.,	9.13
Branch,	Brandywine, Pa.,	Kaolin Works, Pa.,	1.63
Chester Creek Railroad,	Lenni,	Lamokin,	6.69
South Chester Railroad,	Chester,	Crescent Oil Works,	3.76
Philadelphia and Delaware County Railroad.	Fernwood,	Newtown Square and Branch.	11.89
Elkton and Middletown Railroad,	Elkton, Md.,	Big Elk River,	.33
Baltimore and Delaware Bay Railroad,	Chestertown, Md.,	Masseys, Md.,	33.53
Smyrna and Delaware Bay Railroad,			
No. 5.			
Pennsylvania Railroad,	W. Philadelphia, Pa.,	Broad Street Station,	1.00
Columbia and Port Deposit Railway,	Octorora Jc., Md.,	Perryville, Md.,	7.80
Union Railroad,	In Baltimore, Md.,		3.78
Northern Central Railway,	"		.80
Total mileage operated,			720.99

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment,	$15,871,427 87	Capital stock,	$11,819,350 00
Stocks owned,	4,574,783 50	Funded debt,	4,930,000 00
Bonds owned,	848,806 79	Current liabilities,	3,404,454 03
Other permanent investments,	24,907 88	Real estate mortgages,	170,765 00
Construction and equipment suspense,	473,892 09	Accrued interest on funded debt not yet payable,	49,433 34
Cash and current assets,	4,093,696 26	Sinking funds,	420,000 00
Other assets:		Extraordinry expenditure fund,	1,240,836 96
Materials and supplies,	501,755 76	Profit and loss,	4,774,433 82
Sinking fund,	420,000 00		
Sundries,	1 00		
Grand total,	$26,809,273 14	Grand total,	$26,809,273 14

PICKERING VALLEY RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: April 3, 1869.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Theodore Voorhees, ...	Philadelphia, Pa.	A. M. F. Stiteler, ...	Uwchland, Pa.
James M. Landis, ...	"	L. B. Kaler, ...	Phoenixville, Pa.
John Oberholtzer, ...	"	Levi Oberholtzer, ...	"
J. R. Holman, ...	Chester Springs, Pa.	Horace Latshaw, ...	Anselma, Pa.
Morris Fussell, ...	"	Robert N. Biddle, ...	Uwchland, Pa.
Jacob Emery, ...	"	Hosea Moses, ...	Chester Springs, Pa.
J. B. Ramstine, ...	Uwchland, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President, ...	Joseph S. Harris, ...	Philadelphia, Pa.
Secretary, ...	W. R. Taylor, ...	"
Treasurer, ...	W. A. Church, ...	"
Comptroller, ...	D. Jones, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Pickering Valley Railroad.	Phoenixville, ..	Byers, Pa., ...	Philadelphia and Reading Ry. -	Lease, ...	11.21

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$481,099 08	Capital stock, ...	$95,653 00
Cash and current assets, ...	19,917 94	Funded debt, ...	332,300 00
Profit and loss, ...	660,963 07	Current liabilities, ...	728,209 84
		Accrued interest on funded debt not yet payable, ...	5,815 25
Grand total, ...	$1,161,980 09	Grand total, ...	$1,161,980 09

PINE CREEK RAILWAY COMPANY.

Operated by New York Central and Hudson River Railroad Company, Lessee.
Date of organization: February 17, 1870.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Wm. K. Vanderbilt, ..	New York, N. Y.	Albert F. Kelly, ...	Philadelphia, Pa.
Chauncey M. Depew, ..	"	Anson Hardt, ...	Wellsboro, Pa.
H. McK. Twombly, ...	"	George F. Baer, ...	Reading, Pa.
John Magee, ...	Watkins, N. Y.	F. E. Herriman, ...	Philadelphia, Pa.
M. E. Olmsted, ...	Harrisburg, Pa.	W. D. Kelly, ...	"
Charles Miller, ...	Franklin, Pa.	Samuel R. Callaway,.	New York, N. Y.
Jefferson Harrison (ex-officio).	Wellsboro, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President, ...	Jefferson Harrison, ...	Wellsboro, Pa.
Vice President, ...	John Magee, ...	Watkins, N. Y.
Secretary and Treasurer, ...	E. V. W. Rossiter, ...	Grand Cent. Sta., N. Y.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Pine Creek Railway Company.	Stokesdale Jc., Pa.	Newberry Jc., Pa.	N. Y. C. & H. R. R. R. Co.	Lease, ...	74.80

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$4,708,229 05	Capital stock, ...	$1,000,000 00
		Funded debt, ...	3,500,000 00
		Items conveyed to the New York Central and Hudson River Railroad Company, ...	200,034 72
		Profit and loss, ...	8,194 33
Grand total, ...	$4,708,229 05	Grand total, ...	$4,708,229 05

PITTSBURG, ALLEGHENY AND McKEES ROCKS RAILROAD COMPANY.

Date of organization: September 25, 1899.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Chas. T. Schoen, ...	Pittsburg, Pa.	G. E. Macklin, ...	Pittsburg, Pa.
F. N. Hofpot, ...	"	A. R. Fraser, ...	"
W. H. Schoen, ...	"	J. M. Nansen, ...	"
J. W. Friend, ...	"		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board, ...	Chas. T. Schoen, ...	Pittsburg, Pa.
President, ...	F. N. Hofpot, ...	"
Vice President, ...	W. H. Schoen, ...	"
Secretary and Assistant General Manager, ...	C. E. Postlethwaite, ...	"
Treasurer, ...	A. R. Fraser, ...	"
Auditor, ...	H. J. Gearhart, ...	"
General Manager, ...	G. E. Macklin, ...	"
General Superintendeint, ...	J. M. Nansen, ...	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Pittsburg, Allegheny and McKees Rocks Railroad Company.	52d st. and McCandless ave., Pittsburg, Pa.	A point on P. & L. E. R. R. Co. at McKee's Rocks, Pa.	14.30

GENERAL BALANCE SHEET.

Assets.	Total	Liabilities.	Total.
Cost of road, ...	$10,200 00	Capital stock, ...	$30,000 00
Cost of equipment, ...	19,800 00	Current liabilities, ...	14,975 15
Current assets, ...	18,669 07	Profit and loss, ...	3,693 92
Grand total, ...	$48,669 07	Grand total, ...	$48,669 07

PITTSBURG AND ALLEGHENY RIVER RAILROAD COMPANY.

Date of organization: December 19, 1898.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
James H. Park, ...	Pittsburg, Pa.	Charles E. Clapp, ...	Pittsburg, Pa.
Wm. G. Park, ...	New York, N. Y.	George Wright, Jr., ..	"
David E. Park, ...	Pittsburg, Pa.	Gilbert M. Black, ...	"

OFFICERS.

Title.	Name.	Official Address.
President, ...	James H. Park, ...	Pittsburg, Pa.
Secretary and Treasurer, ...	Charles E. Clapp, ...	"
Auditor, ...	John C. Rodgers, ...	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Pittsburg & Allegheny River R. R. Co.,	Sidings round mill,..	.....	2.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$891 49	Capital stock, ...	$30,000 00
Cost of equipment, ...	13,270 60	Current liabilities, ...	7,561 83
Lease of tracks and property, ..	17,500 00		
Cash and current assets.....	2,147 10		
Profit and loss, ...	3,752 69		
Grand total, ...	$37,561 83	Grand total, ...	$37,561 83

PITTSBURG, BESSEMER AND LAKE ERIE RAILROAD COMPANY.

Date of organization: December 22, 1896.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Andrew Carnegie,	New York, N. Y.	W. W. Blackburn,	Pittsburg, Pa.
J. H. Reed,	Pittsburg, Pa.	W. N. Frew,	"
J. E. Schwab,	"	J. T. Odell,	"
Geo. E. McCaque,	"	D. M. Clemson,	"
Thos. Morrison,	"	D. G. Kedd,	"
A. A. Franks,	"	Edwin S. Mills,	Cleveland, O.
T. H. Given,	"	Thomas H. Wells,	Youngstown, O.

OFFICERS.

Title.	Name.	Official Address.
President,	Jas. H. Reed,	Pittsburg, Pa.
Vice President,	J. T. Odell,	"
Secretary and Treasurer,	A. A. Franks,	"
Attorney or General Counsel,	Knox & Reed,	"
Auditor	D. Hum, Jr.,	"

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Main Line,	North Bessemer,	Conneaut Harbor,	146.32
Unity Branch,	North Bessemer,	Unity,	1.10
Coalton Branch,	Coalton Junction,	Coalton,	0.31
Hilliard Branch,	Branchton,	Hilliards,	10.30
Gomersal Branch,	Branchton,	Gomersal,	.57
Mercer Branch,	Mercer Junction,	Mercer,	.80
Erie Branch,	Conneaut Junction,	Wallace Junction,	8.71
Erie Branch,	Cascade,	Erie,	2.16
Allegheny Branch,	Near Hilliard,	Mines,	2.26
Lake Erie Branch,	Near Hilliard,	Argentine,	.63
Bull Valley Branch,	Hoy,	Argentine,	2.70
Traffic spurs,			14.45
Interchange tracks,			2.51
Meadville, Conneaut Lake and Linesville Railroad:			
Main track,	Meadville,	Linesville,	20.54
Exposition Branch,	Lyncet Junction,	Exposition Park,	1.20
Vallonia Branch,	Meadville,	Vallonia,	1.05
N. Y. C. & St. L. R. R. Co.,	Wallace Junction,	Cascade,	12.40
P. & W. Ry.,	Pittsburg Junction,	Butler,	.50
Total mileage operated,			228.74

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$22,013,803 26	Capital stock,	$12,000,000 00
Cost of equipment,	6,125,074 76	Funded debt,	15,900,708 34
Bonds owned,	525 00	Current liabilities,	1,055,090 48
Cash and current assets,	87,701 75		
Profit and loss,	728,694 05		
Grand total,	$28,955,798 82	Grand total,	$28,955,798 82

PITTSBURG AND CASTLE SHANNON RAILROAD COMPANY.

Date of organization: September 21, 1871.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Jacob Geib,	Pittsburg, Pa.	John H. Musser,	Pittsburg, Pa.
James R. Redman,	"	W. C. Lutte,	"
Thomas A. Noble,	"	G. G. Rahauser,	"
L. S. McKallip,	"	J. M. Conroy,	Allegheny, Pa.
Chas. Zugsmith, Jr.,	"	John John,	Castle Shannon, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	James M. Bailey,	Pittsburg, Pa.
Vice President,	Thomas A. Noble,	"
Secretary,	James R. Redman,	"
Treasurer,	E. J. Reamer,	"
Auditor,	Frank Brennan,	"
Chief Engineer,	W. A. Edeburn,	"
Superintendent,	James M. Bailey,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Pittsburg and Castle Shannon Railroad Company.	Pittsburg, Pa.,	Arlington,	6.50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$366,615 89	Capital stock,	$481,400 00
Cost of equipment,	46,721 53	Funded debt,	211,752 40
Other permanent investment,	6,850 00	Current liabilities,	91,153 41
Lands owned,	183,923 35		
Cash and current assets,	19,059 01		
Other assets:			
Sundries,	275 00		
Profit and loss,	160,861 03		
Grand total,	$784,305 81	Grand total,	$784,305 81

PITTSBURG, CHARTIERS AND YOUGHIOGHENY RAILWAY COMPANY.

Date of organization: October, 1881.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
W. H. Newman,	Cleveland, O.	Jas. McCrea,	Pittsburg, Pa.
P. C. Knox,	Pittsburg, Pa.	Joseph Wood,	"
Jno. G. Robinson,	"	L. F. Loree,	"

OFFICERS.

Title.	Name.	Official Address.
President,	J. M. Schoomaker,	Pittsburg, Pa.
Vice President,	Jno. G. Robinson,	"
Secretary,	R. H. Hill,	"
Treasurer,	T. H. B. McKnight,	"
Accountant,	R. H. Hill,	"
Superintendent,	J. B. Safford,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Pittsburg, Chartiers and Youghiogheny Railway Company.	McKees' Rocks,	Junction No. 1,	7.62
	Woodville,	Beechmont,	4.53
	County Home,	Beadling,	2.75
	Branch,	Neville Island,	3.09
	Branch,	P. & L. E. Passenger Station.	.35
Trackage rights,	Junction No. 1,	Woodville Junc.,	1.40
Total mileage operated,			19.74

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,158,351 77	Capital stock,	$700,000 00
Cost of equipment,	221,316 35	Funded debt,	624,000 00
Cash and current assets,	81,097 77	Current liabilities,	65,703 28
Other assets:		Accrued interest on funded debt not yet payable,	10,860 00
Materials and supplies,	3,829 39	Profit and loss,	64,032 00
Grand total,	$1,464,595 28	Grand total,	$1,464,595 28

PITTSBURG, CINCINNATI, CHICAGO AND ST. LOUIS RAILWAY COMPANY.

Date of consolidation: June 10, 1890.
Under laws of what government or state organized: Pennsylvania, Ohio, Indiana and Illinois.

DIRECTORS.

Names.	Official Address.	Expiration.
J. J. Turner,	Pittsburg, Pa.,	April, 1904.
Briggs S. Cunningham,	Cincinnati, O.,	April, 1904.
Joseph Wood,	Pittsburg, Pa.,	April, 1904.
J. T. Brooks,	"	April, 1901.
Samuel Rea,	Philadelphia, Pa.,	April, 1901.
James McCrea,	Pittsburg, Pa.,	April, 1902
William H. Barnes,	Philadelphia, Pa.,	April, 1902
Samuel S. Dennis,	Newark, N. J.,	April, 1902
J. P. Green,	Philadelphia, Pa.,	April, 1903.
A. J. Cassatt,	"	April, 1903.
Chas. E. Pugh,	"	April, 1903.
N. P. Shortridge,	"	April, 1903.
T. L. Loree,	Baltimore, Md.,	April, 1903

OFFICERS.

Title.	Name.	Official Address.
President,	A. J. Cassatt,	Philadelphia, Pa.
First Vice President,	James McCrea,	Pittsburg, Pa.
Second Vice President,	J. T. Brooks,	"
Third Vice President,	Joseph Wood,	"
Fourth Vice President,	J. J. Turner,	"
Secretary,	S. B. Liggett,	"
Treasurer,	T. H. B. McKnight,	"
Assistant Treasurer,	R. R. Reed,	"
General Counsel,	J. J. Brooks,	"
Assistant General Counsel,	L. L. Gilbert,	"
Assistant General Counsel,	A. P. Burgoon,	"
Comptroller,	John W. Renner,	"
General Manager,	G. L. Peck,	"
General Superintendent,	Ralph Peters,	Columbus, O.

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Pittsburg, Cnicinnati, Chicago and St. Louis Railway.			
A.			
Pittsburg Division,	Birmingham Station, Pittsburg, Pa.	Columbus, O.,	189.42
Indianapolis Division,	Columbus, O.,	Indianapolis, Ind.,	187.13
Richmond Division,	Richmond Jc., Ind.,	Anoka Junc., Ind.,	102.25
	Rendcomb Jc., O.,	Hamilton, O.,	24.50
	New River Jc., O.,	Indianapolis Div. Jc., Ind.	39.21
Logansport Division,	Bradford Jc., O.,	Bernice, Ill.,	204.86
	Peoria Jc., Ind.,	Effner, Ind.,	60.13
Chicago Terminal Division,	Bernice, Ill.,	Chicago, Ill.,	26.12
Louisville Division,	Indianapolis, Ind.,	Jeffersonville,	108.40
Bridgeville and McDonald Branch,	Bridgeville, Pa.,	Rend's Mines, Pa.,	7.81
	Cecil, Pa.,	Bishop, Pa.,	1.09
New Cumberland Branch,	New Cumberland Jc., W. Va.	Chester, W. Va.,	22.15
Cadiz Branch,	Cadiz Jc., O.,	Cadiz, O.,	7.85
New Albany Branch,	Jeffersonville, Ind.,	New Albany, Ind.,	4.54
Jeffersonville Branch,	Jc. of N. A. Branch,	Jc. with main line, Jeffersonville, Ind.	1.47
Madison Branch,	Columbus, Ind.,	Madison, Ind.,	44.90
Cambridge Branch,	Columbus, Ind.,	Cambridge City, Ind.,	63.04
			152.85
Steubenville Extension,	Pittsburg Union Station, Pa.	Birmingham Station, Pittsburg, Pa.	1.23
Little Miami Railroad,	Columbus, O.,	Cincinnati, O.,	119.35
	Xenia, O.,	Springfield, O.,	19.31
	Xenia, O.,	Indiana State line,	53.34
Cincinnati Street Connection Railway,	L. M. R., in Cincinnati, O.	C., C., C. and St. L. near New Paris, O., Ry., in Cincinnati, O.	2.19
			195.72
Ohio Connecting Railway,	Jc. with P., C., C. and St. L. Ry., two miles west of Birmingham Sta., Pa.	Jc. with P., F. W. and C. Ry. at Verner Station, Allegheny, Pa.	2.75
Sheridan Branch,	Jc. with P., C., C. and St. L. Ry., 2½ miles west of Birmingham Sta., Pa.	Jc. with main line of Ohio Connecting Railway.	.52
Chartiers Railway,	Carnegie, Pa.,	Washington, Pa.,	23.48
Pittsburg, Wheeling and Kentucky Railroad.	Wheeling Jc., W. Va.	Benwood, W. Va.,	28.04
Englewood Connecting Railway, Fifty-ninth street, Chicago.	Jc. with P., C., C. and St. L. Ry.	Jc. with P., F. W. and C. Ry.	2.35
			57.14
Union Depot, Columbus, O.,	Eastern end of depot yard.	High street,	.25
Union Railway, Indianapolis, Ind.,	Terminal tracks connecting main line with Union depot.		1.01
Lake Erie and Western Railroad,	Indianapolis, Ind.,	Kokomo, Ind.,	54.23
Cincinnati, Hamilton and Dayton Railway.	Hamilton, O.,	New River Jc., O.,	1.53
Louisville Bridge tracks,	Jeffersonville, Ind.,	Louisville, Ky.,	2.45
Total mileage operated,			1,407.36

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment, ...	$94,352,687 27	Capital stock, ...	$48,017,164 72
Stocks owned, ...	839,693 30	Funded debt, ...	49,942,233 79
Bonds owned, ...	1,044,000 00	Current liabilities, ...	2,762,205 88
Other permanent investments, ..	200,000 00	Deferred liabilities, ...	393,2,7 73
Cash and current assets, ...	3,158,625 91	Accrued interest on funded debt not yet payable, ...	462,335 94
Other assets:		Accrued principal on Car Trust cars not yet payable, ...	84,769 67
Equipment trust payments, ...	1,748,232 70	Profit and loss, ...	4,621,008 21
Materials and supplies, ...	1,421,093 21		
Sinking fund, ...	1,941,758 91		
Sundries, ...	1,307,439 40		
Betterments to leased roads, .	268,509 30		
Grand total, ...	$106,282,045 94	Grand total, ...	$106,232,045 94

PITTSBURG AND CONNELLSVILLE RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: June 11, 1846.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Geo. A. Berry, ...	Pittsburg, Pa.	L. F. Loree, ...	Baltimore, Md.
F. H. Burns, ...	Baltimore, Md.	W. C. Magee, ...	Pittsburg, Pa.
Mendes Cohen, ...	"	D. F. Maroney, ...	"
Chas. Donnelly, ...	Pittsburg, Pa.	D. C. Ripley, ...	"
D. L. Gillespie, ...	"	Jno. K. Shaw, ...	Baltimore, Md.
W. H. Koontz, ...	Somerset, Pa.	Orland Smith, ...	Cincinnati, O.

OFFICERS.

Title.	Name.	Official Address.
President, ...	L. F. Loree, ...	Baltimore, Md.
Secretary, ...	C. W. Woolford, ...	"
Treasurer, ...	J. V. McNeal, ...	"
Auditor, ...	G. W. Booth, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By what Company Operated.	Under what kind of contract operated.	Miles of line.
Pittsburg and Connellsville R. R. C.	Pittsburg, Pa.,	Mt. Savage Jc., Pa.	Baltimore & Ohio R. R. Co.	Lease, ...	146.70
Hickman Run Branch.	Hickman Run Jc., Pa.	Cora Mines, Pa.	Baltimore & Ohio R. R. Co.	.....	2.10
Total mileage, .	.....	.....	.....	.....	148.80

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$17,366,873 00	Capital stock, ...	$1,944,652 50
Stocks owned, ...	1,052,239 63	Funded debt, ...	14,000,000 00
Bonds owned, ...	1,751,000 00	Current liabilities, ...	18,796,533 57
Lands owned, ...	183,116 85		
Profit and loss, ...	14,387,961 59		
Grand total, ...	$34,741,186 07	Grand total, ...	$34,741,186 07

PITTSBURG AND EASTERN RAILROAD COMPANY.

Operated by New York Central and Hudson River Railroad Company.
Date of organization: January 3, 1895.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Samuel E. Williamson,	New York, N. Y.	John M. Harding, ...	Philadelphia, Pa.
Edw'd V. W. Rossiter,	Flushing, N. Y.	Kane S. Green, ...	"
Albert F. Kelly, ...	Philadelphia, Pa.	M. E. Olmsted (ex-officio).	Harrisburg, Pa.
Carroll M. Bunting, ..	"		

OFFICERS.

Title.	Name.	Official Address.
President, ...	Marlin E. Olmsted, ...	Harrisburg, Pa.
Vice President, ...	Samuel E. Williamson..	Grand Central Sta., New York.
Secretary and Treasurer, ...	Edward V. W. Rossiter,	" "

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Pittsburg and Eastern R. R.	Mahaffey, Pa.,	Arcadia, Pa., ..	N. Y. C. & H. R. R. R. Co.	Agreement,	13.11
McGee's Connection.	P. & E. R. R. Jc.	P. & N. W. R. R. Jc.	N. Y. C. & H. R. R. R. Co.	Agreement,	.35
Total mileage, .	.....	.....	.....	.....	13.46

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment, ...	$495,447 46	Capital stock, ...	$395,000 00
Cash and current assets, ...	470 08	Current liabilities, ...	69 66
		Profit and loss, ...	100,847 88
Grand total, ...	$495,917 54	Grand total, ...	$495,917 54

PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: February 26, 1862.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Charles Lanier, ...	New York, N. Y.	James McCrea, ...	Pittsburg, Pa.
George G. Haven, ...	"	L. B. Harrison, ...	Cincinnati, O.
William C. Eagleston,.	"	Henry C. Urner, ...	"
John S. Kennedy, ...	"	J. T. Brooks, ...	Salem, O.
A. J. Cassatt, ...	Philadelphia, Pa.	Chas. McCulloch, ...	Fort Wayne, Ind.
John P. Green, ...	"	Levi Z. Leiter, ...	Chicago, Ill.
Charles E. Speer, ...	Pittsburg, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President,	Charles Lanier,	17 Nassau st., New York.
Secretary and Treasurer,	John J. Haley,	Smith Block, cor. Liberty and Sixth sts., Pittsburg, Pa.
Attorney or General Counsel,	Wheeler H. Peckham,	80 Broadway, New York.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Pittsburg, Fort Wayne and Chicago Railroad.	Pittsburg, Pa.,	Chicago, Ill.,	Pennsylvania R. R.	Lease,	469.89

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$41,242,408 71	Capital stock,	$41,038,085 71
Cost of equipment,	11,369,930 71	Funded debt,	12,410,000 00
Miscellaneous securities,	963,499 46	Current liabilities,	1,769,792 18
Cash and current assets,	1,879,235 54	Unsurrendered bonds,	1,100,000 00
Other assets:		Profit and loss,	11,089,623 70
Sinking fund,	10,333,702 33		
Sundries,	463,724 84		
Pennsylvania Railroad Company bonds paid under Article 2 of lease,	1,100,000 00		
Grand total,	$67,407,501 59	Grand total,	$67,407,501 59

PITTSBURG, JOHNSTOWN, EBENSBURG AND EASTERN RAILROAD COMPANY.

Date of organization: October 2, 1897.
Under laws of what government or state organized: Pennsylvania.

16—8—1901

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Samuel P. Langdon, ..	Philadelphia, Pa.	Wm. W. Allen, ...	Philadelphia, Pa.
Joseph A. Baker, ...	"	John F. Finney, ...	"
Lewis G. Dutton, ...	"	Frank G. Patterson, .	Altoona, Pa.
Samuel B. McDowell, .	"		

OFFICERS.

Title.	Name.	Official Address.
President, ...	Samuel P. Langdon, ...	713 Drexel Bldg., Philadelphia.
Vice President, ...	Frank G. Patterson, ...	Altoona, Pa.
Secretary, ...	Geo. B. Thatcher, ...	713 Drexel Bldg., Philadelphia.
Treasurer, ...	James E. Long, ...	" "
General Solicitor, ...	John C. Uhle, ...	" "
Auditor, ...	C. F. Hall, ...	" "
General Manager, ...	F. G. Patterson, ...	Altoona, Pa.
Chief Engineer, ...	W. T. Forsythe, ...	General Office.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Pittsburg, Johnstown, Ebensburg and Eastern Railroad Company.	Juniata Station, Blair co., Pa.	Dougherty Station, Cambria co., Pa.	15.00
	West Philipsburg, Pa.	Fernwood, Clearfield co., Pa.	20.31
Total mileage operated, ...	.....	.....	35.31

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$882 284 22	Capital stock, ...	$1,200,300 00
Cost of equipment, ...	237,180 95	Current liabilities, ...	5,684 05
Cash and current assets, ...	37,695 17		
Other assets:			
Materials and supplies, ...	11,777 40		
Profit and loss, ...	37,046 41		
Grand total, ...	$1,205,984 05	Grand total, ...	$1,205,984 05

PITTSBURG JUNCTION RAILROAD COMPANY.

Date of organization: August 6, 1881.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
John Barron,	Pittsburg, Pa.	D. F. Maroney,	Pittsburg, Pa.
Jas. J. Donnell,	"	A. E. W. Painter,	"
Geo. C. Jenkins,	Baltimore, Md.	Wm. Salmon,	New York, N. Y.
John M. Kennedy,	Pittsburg, Pa.	John Z. Speer,	Pittsburg, Pa.
Thos. M. King,	New York, N. Y.	Randolph Stalnaker,	Wheeling, W. Va.
John McCleave,	Pittsburg, Pa.	C. W. Woolford,	Baltimore, Md.

OFFICERS.

Title.	Name.	Official Address.
President,	L. F. Loree,	Baltimore, Md.
Secretary and Auditor,	James A. Smith,	Pittsburg, Pa.
Treasurer,	Robt. Wardrop,	"
General Counsel,	John McCleave,	"
General Manager,	G. L. Potter,	Baltimore, Md.
General Superintendent,	D. F. Maroney,	Pittsburg, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Pittsburg Junction Railroad main line.	Laughlin Jc., on B. & O. R. R., in Pittsburg, Pa.	Willow Grove Jc., on P. & W. Ry., in Allegheny, Pa.	4.47
River Branch,	Ninth to Sixteenth street, and Twentieth to Forty-third street, Pittsburg, Pa., along the Allegheny river.		2.45
Total mileage operated,			6.92

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$3,582,706 53	Capital stock,	$1,940,000 00
Cost of equipment,	80,660 25	Funded debt,	1,740,000 00
Stocks owned,	200,000 00	Current liabilities,	244,385 38
Cash and current assets,	148,136 37	Profit and loss,	121,240 33
Other assets:			
Materials and supplies,	5,101 47		
Sundries,	29,020 99		
Grand total,	$4,045,625 71	Grand total,	$4,045,625 71

PITTSBURG AND LAKE ERIE RAILROAD COMPANY.

Date of organization: May 11, 1875.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
John G. Robinson,	Pittsburg, Pa.	M. W. Watson,	Pittsburg, Pa.
W. K. Vanderbilt,	New York, N. Y.	A. E. W. Painter,	"
F. W. Vanderbilt,	"	J. M. Bailey,	"
H. McK. Twombly	"	P. C. Knox,	"
E. D. Worcester,	"	D. Leet Wilson,	"
Henry Hice,	Beaver, Pa.	J. M. Schoonmaker,	"

OFFICERS.

Title.	Name.	Official Address.
President,	W. H. Newman,	New York, N. Y.
Vice President and General Manager,	J. M. Schoonmaker,	Pittsburg, Pa.
Secretary and Treasurer,	John G. Robinson,	"
General Solicitors,	Knox & Reede,	"
Auditor	C. H. Bronson,	"
Chief Engineer,	I. A. Atwood,	"
General Superintendent,	J. B. Yohe,	"

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
A.			
Pittsburg and Lake Erie Railroad Co.,	Pittsburg, Pa., ...	Youngstown, O., ...	68.00
B.			
New Castle Branch, ...	New Castle Jc., Pa.,	New Castle, Pa., ...	2.92
Lowellsville Branch, ...	Lowellsville, O., ...	Bentley, O., ...	.38
2.			
Mahoning State Line, ...	Bentley, O., ...	Shaw Junction, Pa.,	3.16
3.			
Pittsburg, McKeesport and Youghiogheny.	Pittsburg, Pa., ...	New Haven, Pa., ...	56.95
Monongahela Division, ...	Reynoldton, Pa., ...	Belle Vernon, Pa., ..	27.53
Fayette City Branch, ...	Belle Vernon, Pa., ..	Fayette City, Pa., ...	2.43
Ellwell Run Branch, ...	Whitsett, Pa., ...	Coal Mines, Pa., ...	5.01
Dickerson Run Branch, ...	Dick Run, Pa., ...	Vanderbilt, Pa., ...	4.47
Dawson, Broadford and Mt. Pleasant, ..	.....	.....	.62
Broadford Branch, ...	.....	.....	.41
Tyrone Branch, ...	.....	.....	.23
West Youghiogheny Branch, ...	.....	.....	.19
Downers Run, ...	.....	.....	1.53
4.			
Spears Run, ...	.....	.....	2.07
Youghiogheny Northern, ...	.....	.....	1.92
Beaver and Ellwood, ...	Ellwood Jc., Pa., ..	Ellwood City, Pa., ..	2.91
Total mileage operated, ...	.....	.....	180.79

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$6,764,897 57	Capital stock, ...	$4,000,000 00
Cost of equipment, ...	4,206,863 24	Funded debt, ...	4,000,000 00
Stocks owned, ...	372,189 47	Current liabilities, ...	2,350,208 29
Other permanent investments, ..	37,357 50	Real estate mortgages, ...	187,500 00
Lands owned, ...	187,500 00	Accrued interest on funded debt not yet payable, ...	25,000 00
Cash and current assets, ...	2,541,049 97	Profit and loss, ...	4,081,671 94
Other assets:			
Materials and supplies, ...	534,522 48		
Grand total, ...	$14,644,380 23	Grand total, ...	$14,644,380 23

PITTSBURG, LISBON AND WESTERN RAILWAY COMPANY.

Date of organization: April 16, 1896.
Under laws of what government or state organized: Ohio.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
A. S. Comstock, ...	New York, N. Y.	W. H. Warner, ...	Cleveland, O.
Otto Arens, ...	"	N. B. Billingsley, ...	Lisbon, O.
W. S. Gurnee, ...	"	James Charters, ...	"
J. I. Raymond, ...	"	K. E. Baringer, ...	"
W. H. Reid, ...	"		

OFFICERS.

Title.	Name.	Official Address.
President, ...	A. S. Comstock, ...	81 New street, New York, N. Y.
Vice President, ...	Otto Arens, ...	" "
Secretary, ...	R. W. Taylor, ...	Lisbon, O.
Assistant Secretary, ...	W. H. Reid, ...	81 New street, New York, N. Y.
Treasurer, ...	A. S. Comstock, ...	" "
General Counsel, ...	N. B. Billingsley, ...	Lisbon, O.
Auditor and General Manager, ...	K. E. Baringer, ...	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Pittsburg, Lisbon and Western Railway Company.	New Galilee, Pa., ..	Lisbon, O., ...	25.00
Cannelton Coal Railroad, ...	Cannelton Jc., Pa., .	Sterling Mines, Pa.,	3.00
Total mileage operated, ...	.....	.....	28.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$274,202 11	Capital stock, ...	$150,000 00
Cost of equipment, ...	33,072 42	Funded debt, ...	150,000 00
Cash and current assets, ...	35,472 13	Current liabilities, ...	9,734 51
		Profit and loss, ...	33,012 15
Grand total, ...	$342,746 66	Grand total, ...	$342,746 66

PITTSBURG, McKEESPORT AND YOUGHIOGHENY RAILROAD COMPANY.

Operated by Pittsburg and Lake Erie Railroad Company.
Date of organization: August 4, 1881.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
W. K. Vanderbilt, ...	New York, N. Y.	P. C. Knox, ...	Pittsburg, Pa.
H. McK. Twombly, ...	"	M. W. Watson, ...	"
W. H. Newman, ...	"	Jno. G. Robinson, ...	"
S. R. Callaway, ...	"	Henry Hice, ...	Beaver, Pa.
James M. Bailey, ...	Pittsburg, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President, ...	J. M. Schoonmaker, ...	Pittsburg, Pa.
Vice President, ...	H. McK. Twombly, ...	New York, N. Y.
Secretary and Treasurer, ...	Jno. G. Robinson, ...	Pittsburg, Pa.
Auditor, ...	C. H. Bronson, ...	"
Chief Engineer, ...	J. A. Atwood, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Maine Line, ...	Pittsburg, ...	New Haven, ..	Pittsburg and Lake Erie.	.....	56.95
Monongahela Div.,	Reynoldton, ...	Fayette City, ..	Pittsburg and Lake Erie.	.....	30.01
Elwell Run Branch	Whitsett Jc., ..	Coal Mines, ...	Pittsburg and Lake Erie.	.....	5.01
Dickerson Run Branch.	Dickerson Run,	Vanderbilt, ...	Pittsburg and Lake Erie.	.....	4.47
Downers Run Branch.	.....	.....	Pittsburg and Lake Erie.	.....	1.53
Speers Run Branch.	.....	.....	Pittsburg and Lake Erie.	.....	2.07
Bradford Branch...	.....	.....	Pittsburg and Lake Erie.	.....	.41
Tyrone Branch, ...	.....	.....	Pittsburg and Lake Erie.	.....	.23
West Youghiogheny Branch.	.....	.....	Pittsburg and Lake Erie.	.....	.17
Dawson, Bradford and Mt. Pleasant Ry.	.....	.....	Pittsburg and Lake Erie.	.....	.62
Youghiogheny Northern R. R.	.....	.....	Pittsburg and Lake Erie.	.....	1.92
Total mileage, .	.....	.....	.....	.....	103.41

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$7,326,603 21	Capital stock,	$3,959,650 00
Cost of equipment,	383,046 79	Funded debt,	3,750,000 00
Grand total,	$7,709,650 00	Grand total,	$7,709,650 00

PITTSBURG AND MOON RUN RAILROAD COMPANY.

Date of organization: February 10, 1891.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
F. L. Robbins,	Pittsburg, Pa.	C. W. Baine,	Pittsburg, Pa.
F. M. Osborne,	"	H. J. Lawrence,	"
A. M. Neeper,	"	N. F. Sanford,	"
U. A. Andrews,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	F. L. Robbins,	Pittsburg, Pa.
Vice President,	F. M. Osborne,	"
Secretary,	C. W. Baine,	"
Treasurer,	U. A. Andrews,	"
Attorney or General Counsel,	A. M. Neeper,	"
Auditor,	S. H. Robbins,	"
General Manager,	F. M. Osborne,	"
Chief Engineer,	E. J. Taylor,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Pittsburg and Moon Run Railroad,	Groveton, Pa.,	Moon Run, Pa.,	5.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$168,557 07	Capital stock,	$100,000 00
Cost of equipment,	10,100 00	Funded debt,	100,000 00
Cash and current assets,	5,775 09		
Profit and loss,	15,567 84		
Grand total,	$200,000 00	Grand total,	$200,000 00

PITTSBURG AND NORTHERN RAILROAD COMPANY.

Date of organization: May, 1881.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
John K. Cowen,	Baltimore, Md.	J. L. Kirk,	Allegheny, Pa.
W. H. Duffell,	Allegheny, Pa.	Henry W. Oliver,	Pittsburg, Pa.
H. O. Dunkle,	"	C. W. Woodford,	Baltimore, Md.
R. Finney,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	John K. Cowen,	Baltimore, Md.
Secretary,	C. W. Woolford,	"
Treasurer,	W. H. Duffell,	Allegheny, Pa.
Chief Engineer,	Paul Didier,	"
General Superintendent,	R. Finney,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Pittsburg and Northern Railroad and Evergreen Railway.	Benetts, Pa.,	Brookfield, Pa.,	3.30

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$150,000 00	Capital stock,	$150,000 00
Profit and loss,	61,116 37	Current liabilities,	61,116 37
Grand total,	$211,116 37	Grand total,	$211,116 37

PITTSBURG AND OHIO VALLEY RAILWAY COMPANY.

Date of organization: December 5, 1899.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Wm. P. Palmer,	Cleveland, O.	T. L. Miller,	Pittsburg, Pa.
J. S. Keef,	Chicago, Ill.	H. A. Housgen,	"
Wm. L. Hirsch,	Pittsburg, Pa.	S. W. Tener,	"

OFFICERS.

Title.	Name.	Official Address.
President,	J. H. Price,	Pittsburg, Pa.
Vice President,	S. W. Tener,	"
Secretary,	A. F. Allen,	Chicago, Ill.
Treasurer,	W. G. Smith,	Pittsburg, Pa.
Auditor,	I. A. Voght,	Cleveland, O.
General Manager,	Wm. P. Palmer,	"
General Superintendent,	C. L. Miller,	Pittsburg, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Pittsburg and Ohio Valley Railway,	Tracks at Allegheny, Pa.		1.18
	Tracks on Neville Island, Pa.		12.00
Total mileage operated,			13.18

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$184,365 48	Capital stock,	$60,000 00
Cost of equipment,	2,378 20	Current liabilities,	134,046 98
Cash and current assets,	12,489 98	Profit and loss,	14,030 20
Other assets:			
Materials and supplies,	8,843 42		
Grand total,	$208,077 18	Grand total,	$208,077 18

THE PITTSBURG, SHAWMUT AND NORTHERN RAILROAD COMPANY.

Date of organization: August 1, 1899.
Under laws of what government or state organized: New York and Pennsylvania.

DIRECTORS.

Names.	Official Address.
John Byrne,	45 Wall Street, New York, N. Y.
Frank Sullivan Smith,	Angelica, New York.
Henry Marquand,	160 Broadway, New York, N. Y.
Frank B. Poor,	" "
Harry M. Gough,	" "
Lewis C. Harris,	" "
Frederic H. Ridgway,	45 Wall Street, New York, N. Y.
William W. Clark,	Wayland, New York.
Edwin E. Tait,	Bradford, Pa.
William F. Capp,	St. Mary's, Pa.
Guy Wellman,	Friendship, N. Y.
Newell C. Knight,	Chicago, Ill.
Lewis F. Wilson,	54 Wall Street, New York, N. Y.

OFFICERS.

Title.	Name.	Official Address.
President,	John Byrne,	45 Wall Street, New York, N. Y.
Vice President,	Frank Sullivan Smith,	54 Wall Street, New York, N. Y.
Vice President,	Henry Marquand,	160 Broadway, New York, N. Y.
Vice President,	B. E. Cartwright,	St. Mary's, Pa.
Secretary,	Lewis F. Wilson,	54 Wall Street, New York, N. Y.
Treasurer,	Harry M. Gough,	160 Broadway, New York, N. Y.
Assistant Treasurer,	H. S. Hastings,	St. Mary's Pa.
General Counsel,	Frank Sullivan Smith,	54 Wall Street, New York, N. Y.
Auditor,	H. S. Hastings,	St. Mary's, Pa.
Chief Engineer,	Wm. Barclay Parsons,	45 Wall Street, New York, N. Y.
General Superintendent,	M. S. Blair,	St. Mary's, Pa.

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
The Pittsburg, Shawmut and Nor. Railroad Co.			
Shawmut Division,	Hydes, Pa.,	Clermont, Pa.,	45.67
Mt. Jewett and Smethport Division,	Mt. Jewett, Pa.,	Coryville, Pa.,	23.61
Wayland Division:			
Narrow Gauge,	Olean, N. Y.,	Bolivar, N. Y.,	18.00
Standard Gauge,	Angelica, N. Y.,	Wayland, N. Y.,	24.61
Clarion River Railway,	Crouland, Pa.,	Hallton, Pa.,	12.00
Kersey Railroad,	Paines Junction, Pa.,	Weedville, Pa.,	9.56
Rochester, Hornellsville and Lackawanna Railroad.	Hornellsville Jc., N.Y.	Hornellsville, N. Y.,	10.13
Erie Railroad Company,	Hydes, Pa.,	Shawmut, Pa.,	4.85
Erie Railroad Company,	Brockport, Pa.,	Brockwayville, Pa.,	3.97
Total mileage operated,			162.40

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$10,500,000 00	Capital stock,	$6,000,000 00
Cost of equipment,	373,746 60	Funded debt,	6,000,000 00
Other permanent investments,	1,500,000 00	Current liabilities,	321,287 29
Cash and current assets,	519,631 22	Accrued interest on funded debt not yet payable,	125,000 00
Other Assets:		Car Trust notes,	373,746 60
Materials and supplies,	46,547 22	Profit and loss,	119,891 15
Grand total,	$12,939,925 04	Grand total,	$12,939,925 04

PITTSBURG, VIRGINIA AND CHARLESTON RAILWAY COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: October 14, 1868.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Effingham B. Morris,	Philadelphia, Pa.	A. W. Mellon,	Pittsburg, Pa.
John P. Green,	"	George V. Lawrence,	Monongahela, Pa.
N. P. Shortridge,	Wynnewood, Pa.	Charles L. Taylor,	Philadelphia, Pa.
W. L. Elkins,	Philadelphia, Pa.	George Wood,	"
A. M. Byers,	Pittsburg, Pa.	William A. Patton,	"
Charles E. Speer,	"	William H. Barnes,	"
A. W. Mellon,	"	Chas. E. Pugh,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	F. W. Schwarz,	"
Treasurer,	Taber Ashton,	"
Chief Engineer,	W. H. Brown,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Pittsburg, Virginia and Charleston Railway.	Pittsburg, Pa.,	West Brownsville.	Pennsylvania Railroad Company.	Lease,	53.20
Branches,					37.49
Total mileage,					90.69

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$7,700,051 20	Capital stock,	$3,772,400 00
Construction suspense account,	998,559 02	Funded debt,	3,431,000 00
Cash and current assets,	861,334 29	Current liabilities,	1,399,523 36
		Real estate mortgages,	75,948 66
		Accrued interest on funded debt not yet payable,	38,598 75
		Dividend scrip,	313 00
		Profit and loss,	842,160 24
Grand total,	$9,559,944 51	Grand total,	$9,559,944 51

PITTSBURG AND WESTERN RAILROAD COMPANY.

Date of organization: June 28, 1887.
Under laws of what government or state organized: Ohio and Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
John Barron,	Pittsburg, Pa.	John McCleave,	Pittsburg, Pa.
W. M. Kennedy,	"	H. W. Oliver,	"
Thomas M. King,	Allegheny, Pa.	W. M. Solomon,	New York, N. Y.
D. F. Maroney,	Pittsburg, Pa.	Orland Smith,	Chicago, Ill.

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board,	Henry W. Oliver,	Pittsburg, Pa.
President and Receiver,	L. F. Loree,	Baltimore, Md.
Secretary,	C. W. Woolford,	"
Treasurer,	W. H. Duffell,	Allegheny, Pa.
Comptroller,	H. D. Bulkley,	Baltimore, Md.
Auditor,	J. L. Kirk,	Allegheny, Pa.
General Manager,	G. L. Potter,	Baltimore, Md.
Chief Engineer,	J. M. Graham,	"
General Superintendent,	Robt. Finney,	Allegheny, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Pittsburg and Western Railway:			
Main line owned,	Woods Run, Allegheny.	North Sewickley, Pa.,	46.10
	Rock Point, Pa.,	New Castle, Pa.,	11.00
	Callery Jct., Pa.,	Butler, Pa.,	13.10
	Rebolds Jc., Pa.,	Harmony Jc., Pa.,	8.08
Narrow gauge,	Butler, Pa.,	Mt. Jewett, Pa.,	122.75
Branch line owned,	Frisco, Pa.,	Crothers, Pa.,	5.80
	Clarion Jct., Pa.,	Clarion, Pa.,	6.20
Narrow gauge,	Kane Jct., Pa.,	Kane, Pa.,	.35
Proprietary Companies.			
Ellwood Short Line Railroad Company,	North Sewickley, Pa.,	Rock Point, Pa.,	3.10
Pittsburg and Northern Railroad,	Bennetts, Pa.,	Evergreen, Pa.,	3.30
Lines Operated Under Contract.			
Pittsburg, Cleveland and Toledo Railroad.	New Castle Jct., Pa.,	Akron Jct., Pa.,	77.10
Pittsburg, Painesville and Fairport Railroad.	Niles, O.,	Fairport, O.,	53.00
Total mileage operated,			350.68

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment,	$26,946,857 96	Capital stock,	$13 500,000 00
Stocks owned,	1,739,764 73	Funded debt,	14,572,847 01
Bonds owned,	1,600,516 87	Current liabilities,	6,406,459 55
Ellwood Short Line Railroad,	510,000 00	Real estate mortgages,	337,875 00
Lands owned,	15,000 00	Pittsburg and Western R. R. Co.,	19,659 17
Cash and current assets,	800,257 66	Pittsburg, Cleveland and Toledo R. R. Co.,	36,000 00
Reconstruction,	36,913 85	P. & W. receivers certificates and cart trusts,	17,527 61
Other Assets:			
Materials and supplies,	287,321 59		
Sundries,	20,464 04		
Advances to subsidiary lines,	1,137,886 60		
Equipments purchased for leased lines and to be paid in annual installments,	291,445 00		
Profit and loss,	1,443,940 04		
Grand total,	$34,890,368 34	Grand total,	$34,890,368 34

PITTSBURG, YOUNGSTOWN AND ASTABULA RAILROAD COMPANY.

Operated by Pennsylvania Company.
Date of organization: August 17, 1887.
Under laws of what government or state organized: Ohio and Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
James McCrea,	Pittsburg, Pa.	Caleb B. Wick,	Youngstown, O.
J. T. Brooks,	Salem, O.	W. Scott Bonnell,	"
Joseph Wood,	Pittsburg, Pa.	J. G. Butler, Jr.,	"
Benjamin Thaw,	"	H. L. Morrison,	Ashtabula, O.
Jno. P. Green,	Philadelphia, Pa.	Thadeus E. Hoyt,	"
Jas. D. Hancock,	Franklin, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President,	James McCrea,	Pittsburg, Pa.
Vice President,	Joseph Wood,	"
Secretary,	S. B. Liggett,	"
Treasurer,	T. H. B. McKnight,	"
Auditor,	J. W. Renner,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Pittsburg, Youngstown and Ashtabula Railroad.	Kenwood, Pa.,	Ashtabula Harbor, O.	Pennsylvania Co.	Lease, ...	99.00
Alliance Branch, ..	Niles, O., ...	Alliance Jc., O.,	Pennsylvania Co.	Lease, ...	24.90
Canfield Branch, ..	Jc. near Haselton, O.	Tube Works, O.,	Pennsylvania Co.	Lease, ...	1.19
Total mileage, ..	.....	.....	.....	.....	125.09

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$5,398,341 58	Capital stock, ...	$3,033,341 58
Cost of equipment, ...	697,000 00	Funded debt, ...	2,062,000 00
Cash and current assets, ...	698,127 36	Current liabilities, ...	70,756 00
Other Assets:		Accrued interest on funded debt not yet payable, ...	50,516 67
Sundries, ...	61,392,85	Profit and loss, ...	638,247 54
Grand total, ...	$6,854,861 79	Grand total, ...	$6,854,861 79

PLYMOUTH RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: December 9, 1867.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.
James Boyd, ...	Norristown, Pa.
Howard Boyd, ...	"
Elwood Rhoads, ...	"
Richard Dale, ...	1215 Spruce Street, Philadelphia, Pa.
Howard Colket, ...	Aldine Hotel, Philadelphia, Pa.

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board and President, ...	W. S. Wilson, ...	132 S. 3d St., Phila.
Secretary and Treasurer, ...	W. W. Stephens, ...	" "

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Plymouth R. R., ..	Conshohocken,	Oreland, ...	Philadelphia and Reading Ry. Co.	Lease, ...	8.90

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$286,545 19	Capital stock, ...	$12,050 00
		Philadelphia, Germantown and Norristown Railroad Co., ...	274,495 19
Grand total, ...	$286,545 19	Grand total, ...	$286,545 19

POMEROY AND NEWARK RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: December 29, 1881.
Under laws of what government or state organized: Delaware and Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Amos R. Little, ...	Philadelphia, Pa.	N. P. Shortridge, ...	Philadelphia, Pa.
Wm. A. Patton, ...	"	Geo. Wood, ...	"
Samuel Rea, ...	"	W. H. Wilson, ...	"

OFFICERS.

Title.	Name.	Official Address.
President,	Jno. P. Green,	Philadelphia, Pa.
Secretary and Treasurer,	E. H. Pyle,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Pomeroy & Newark Railroad Co.	Pomeroy, Pa.,	Newark, Del.,	The Penna. R. R. Co.	Lease,	26.70

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$502,056 25	Capital stock,	$500,000 00
Profit and loss,	250,718 15	Current liabilities,	252,774 40
Grand total,	$752,774 40	Grand total,	$752,774 40

QUAKERTOWN AND EASTERN RAILROAD COMPANY.

Date of organization: July 6, 1896.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
John Jameson,	Quakertown, Pa.	John J. Ott,	Pleasant Valley, Pa.
Henry H. Souder,	"	Henry S. Mill,	Springtown, Pa.
James H. Shelley,	Richlandtown, Pa.	Henry S. Funk,	"
David A. Fluck,	"		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board and President,	John Jameson,	Quakertown, Pa.
Secretary,	Henry S. Funk,	Springtown, Bucks Co., Pa.
Treasurer,	James H. Shelly,	Richlandtown, Bucks Co., Pa.
General Solicitor, Attorney or General Counsel,	Henry Lear,	Doylestown, Pa.
Auditor,	Edwin B. Clark,	Quakertown, Pa.
General Manager,	A. F. Baker,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Quakertown and Eastern Railroad Co.,	Quakertown, Pa.,	Furnace Junction,	13.30

READING AND COLUMBIA RAILROAD COMPANY.

Date of organization: May 19, 1857.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Theodore Voorhees,	Philadelphia, Pa.	Wm. Nolan,	Philadelphia, Pa.
C. E. Henderson,	"	B. F. Heistand,	"
D. Jones,	"	John H. Baumgardner,	"
John Lowber Welsh,	"	H. L. Haldeman,	"
George F. Baer,	"	Wm. N. Appel,	"
Matthan Harbster,	"	B. H. Ball,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	"
Treasurer,	W. A. Church,	"
Comptroller,	D. Jones,	"

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Reading and Columbia Railroad,	Sinking Spring, Pa.,	Columbia, Pa.,	39.60
Lancaster Branch,	Lancaster Jct., Pa.,	Lancaster, Pa.,	7.86
Mt. Hope Branch,	Manheim, Pa.,	Mt. Hope, Pa.,	5.91
Reading, Marietta and Hanover R. R.,	Marietta Jct., Pa.,	Chickies, Pa.,	6.36
Total mileage operated,			59.73

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2,420,614 72	Capital stock,	$958,373 09
Cost of equipment,	245,083 46	Funded debt,	2,000,000 00
Cash and current assets,	73,293 46	Current liabilities,	1,280,392 56
Other Assets:		Real estate mortgages,	9,166 67
Materials and supplies,	7,756 37	Accrued interest on funded debt not yet payable,	17,291 67
Profit and loss,	1,518,476 38		
Grand total,	$4,265,224 39	Grand total,	$4,265,224 39

READING, MARIETTA AND HANOVER RAILROAD COMPANY.

Operated by Reading and Columbia Railroad Company.
Date of organization: February 22, 1882.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
John Lowber Welsh,	Philadelphia, Pa.	George F. Baer,	Philadelphia, Pa.
B. H. Ball,	"	W. G. Brown,	"
James M. Landis,	"	C. E. Henderson,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Joseph S. Harris,	Philadelphia, Pa.
Third Vice President,	W. R. Taylor,	"
Secretary,	W. A. Church,	"
Comptroller,	D. Jones,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Reading, Marietta and Hanover R. R. Co.	Marietta Jct., Pa.	Chickies, Pa.,	Reading and Columbia R. R.	Ownership of capital stock.	6.36

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$332,587 11	Capital stock,	$250,000 00
		Current liabilities,	82,587 11
Grand total,	$332,587 11	Grand total,	$332,587 11

REYNOLDSVILLE AND FALLS CREEK RAILROAD COMPANY.

Date of organization: January 11, 1897.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Arthur G. Yates,	Rochester, N. Y.	W. F. Marshall,	Reynoldsville, Pa.
Joseph Lee,	New York, N. Y.	F. H. Beck,	"
Walter G. Oakman,	"	J. T. Evans,	"
Adrian Iselin, Jr.,	"	J. G. Whitmore,	Ridgway, Pa.
J. H. Hocart,	"	C. O. D. Iselin,	New York, N. Y.
John Reed,	Reynoldsville, Pa.	J. S. Hammond,	Reynoldsville, Pa.

OFFICERS.

Title.	Name.	Official Address.
President and General Manager, ...	L. W. Robinson, ...	Reynoldsville, Pa.
First Vice President, ...	Arthur G. Yates, ...	Rochester, N. Y.
Secretary, ...	John G. Whitmore, ...	Ridgway, Pa.
Treasurer and Auditor, ...	John F. Dinkey, ...	Rochester, N. Y.
Attorney or General Counsel, ...	Means & Clark, ...	Brookville, Pa.
Chief Engineer, ...	F. M. Brown, ...	Reynoldsville, Pa.
Superintendent, ...	W. F. Marshall, ...	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Reynoldsville and Falls Creek Railroad,	Falls Creek, Pa., ...	Soldier Run, Pa., ...	10.37
	Soldier Run Jc., Pa.,	Bloomington Mine, Pa.	3.23
	Rathmel, Pa., ...	Henry Mine, Pa., ...	.58
	Falls Creek Jc., Pa.,	Rochester Mine, Pa.,	.92
	Rochester Mine, Pa.,	London Mine, Pa., ..	1.14
	Rathmel, Pa., ...	Maplewood Mine, Pa.	.22
	London Mine, Pa., ..	Pancoast Mine, Pa.,	.28
	Rathmel, Pa., ...	Virginia Mine, Pa.,..	1.00
	Rathmel, Pa., ...	Rathmel Mine, Pa.,	.34
	Reynoldsville, Pa., ..	Hopkins Mine, Pa., ..	2.92
Total mileage, ...	.....	.....	21.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$343,927 58	Capital stock, ...	$200,000 00
Cost of equipment, ...	21,725 00	Funded debt, ...	170,000 00
Cash and current assets, ...	100,011 95	Current liabilities, ...	6,637 54
Other Assets:		Accrued interest on funded debt not yet payable, ...	5,100 00
Materials and supplies, ...	107 47	Profit and loss, ...	84,034 46
Grand total, ...	$465,772 00	Grand total, ...	$465,772 00

RIDGWAY AND CLEARFIELD RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: April 20, 1882.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Samuel Rea, ...	Philadelphia, Pa.	N. P. Shortridge, ...	Wynnewood, Pa.
John P. Green, ...	"	William A. Patton, ...	Philadelphia, Pa.
William H. Barnes, ...	"	Fletcher Coleman, ...	Williamsport, Pa.
George Wood, ...	"		

OFFICERS.

Title.	Name.	Official Address.
President, ...	Samuel Rea, ...	Philadelphia, Pa.
Secretary, ...	Frederick W. Schwarz, ...	"
Treasurer, ...	J. S. Vanzandt, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Ridgway & Clearfield Railroad Co.	Ridgway, Pa.,	Falls Creek, Pa.	Penna. Railroad Co.	Lease, ...	27.23

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$987,503 20	Capital stock, ...	$491,000 00
Cash and current assets, ...	13,147 34	Funded debt, ...	491,000 00
		Profit and loss, ...	18,650 54
Grand total, ...	$1,000,650 54	Grand total, ...	$1,000,650 54

RIVERFRONT RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: May 5, 1876.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Charles E. Pugh, ...	Philadelphia, Pa.	C. Stuart Patterson, ..	Philadelphia, Pa.
N. P. Shortridge, ...	Wynnewood, Pa.	Samuel Rea, ...	"
Amos R. Little, ...	Philadelphia, Pa.	William A. Patton, ...	"
William H. Barnes, ...	"	Wm. J. Latta, ...	"
Alexander M. Fox, ...	"		

OFFICERS.

Title.	Name.	Official Address.
President, ...	Charles E. Pugh, ...	Philadelphia, Pa.
Secretary, ...	James R. McClure, ...	"
Treasurer, ...	J. S. Vanzandt, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
River Front R. R. Co.	Lehigh ave., Phila.	Dock street, Phila.	.....	.....	3.62
	Lehigh ave., Phila.	Norris street, Phila., Pa.	.....	.....	.76
	Canal st., Phila	Laurel street, Phila.	.....	.....	.24
Total mileage,..	.....	.....	.....	.....	4.62

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$616,700 86	Capital stock, ...	$300,000 00
Cash and current assets, ...	16,120 80	Funded debt, ...	296,000 00
		Current liabilities, ...	1,491 67
		Profit and loss, ...	35,329 99
Grand total, ...	$632,821 66	Grand total, ...	$632,821 66

ROCHESTER, BEAVER FALLS AND WESTERN RAILWAY COMPANY.

Operated by Pennsylvania Company.
Date of organization: March 27, 1889.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
James McCrea,	Pittsburg, Pa.	L. L. Gilbert,	Pittsburg, Pa.
J. T. Brooks,	Salem, O.	Thos. Rodd,	"
J. J. Brooks,	Pittsburg, Pa.	A. B. Starr,	"
J. W. Renner,	"	S. C. Scott,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Joseph Wood,	Pittsburg, Pa.
Vice President,	James McCrea,	"
Secretary,	S. B. Liggett,	"
Treasurer,	T. H. B. McKnight,	"
Auditor,	J. W. Renner,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Rochester, Beaver Falls & Western Railway.	Junction with Marginal R. R., Beaver Falls, Pa.	Sixth ave., Beaver Falls, Pa.	Pennsylvania Co.	Ownership of stock.	.55

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$48,125 76	Capital stock,	$75,000 00
Due on capital stock,	26,874 24	Profit and loss,	431 32
Cash and current assets,	431 32		
Grand total,	$75,431 32	Grand total,	$75,431 32

RUPERT AND BLOOMSBURG RAILROAD COMPANY.

Date of organization: December 31, 1888.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
James M. Landis, ...	Philadelphia, Pa.	W. A. Church, ...	Philadelphia, Pa.
W. R. Taylor, ...	"	W. G. Brown, ...	"
Charles Heebner, ...	"	R. M. Oberteuffer, ...	"

OFFICERS.

Title.	Name.	Official Address.
President, ...	Joseph S. Harris, ...	Philadelphia, Pa.
Secretary, ...	W. R. Taylor, ...	"
Treasurer, ...	W. A. Church, ...	"
Comptroller, ...	D. Jones, ...	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Rupert and Bloomsburg Railroad, ...	Rupert, Pa., ...	Bloomsburg, Pa., ...	1.57

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$58,241 78	Capital stock, ...	$50,000 00
Cash and current assets, ...	140,78	Current liabilities, ...	32,076 15
Profit and loss, ...	23,693 59		
Grand total, ...	$82,076 15	Grand total, ...	$82,076 15

SALISBURY RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: May 8, 1875.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
W. J. Chapman, ...	Baltimore, Md.	Wm. E. Houseman, ..	Baltimore, Md.
C. B. Clark, ...	Pittsburg, Pa.	C. R. Hubbard, ...	Wheeling, W. Va.
T. P. Clark, ...	"	Willis L. King, ...	Pittsburg, Pa.
J. B. Haines, Jr., ...	"	F. J. Torrance, ...	"

OFFICERS.

Title.	Name.	Official Address.
President, ...	John K. Cowen, ...	Baltimore, Md.
Secretary, ...	C. W. Woolford, ...	"
Treasurer, ...	J. V. McNeal, ...	"
Auditor, ...	G. W. Booth, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Salisbury Railroad Co.	Salisbury Jc., Pa.	W. Salisbury, Pa.	Baltimore & Ohio R. R. Co.	.....	9.10
Grassy Run Extension.	Grassy Run Jc., Pa.	Co-operation Mines, Pa.	Baltimore & Ohio R. R. Co.	.....	2.00
Hocking Extension,	Hocking Junc., Pa.	Hamilton, Pa.,	Baltimore & Ohio R. R. Co.	.....	1.60
Niverton Branch,..	W. Salisbury, Pa.	Niverton, Pa.,	Baltimore & Ohio R. R. Co.	.....	3.90
Total mileage,..	.....	.....	.....	.....	16.60

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$327,056 22	Capital stock, ...	$117,987 50
Cost of equipment, ...	11,840 72	Funded debt, ...	150,000 00
Cash and current assets, ...	114,677 19	Profit and loss, ...	185,586 63
Grand total, ...	$453,574 13	Grand total, ...	$453,574 13

SCALP LEVEL RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: February 20, 1897.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
F. S. Lewis, ...	Philadelphia, Pa.	E. J. Strain, ...	Philadelphia, Pa.
W. J. Davis, ...	"	B. H. Taylor, ...	"
C. D. Sanger, ...	"	George W. Young, ...	"
W. K. Stager, ...	"		

OFFICERS.

Title.	Name.	Official Address.
President, ...	F. S. Lewis, ...	301 Betz Building, Phila., Pa.
Vice President, ...	Thomas Fisher, ...	305 Betz Building, Phila., Pa.
Secretary and Treasurer, ...	George W. Young, ...	1308 North American Building, Philadelphia, Pa.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

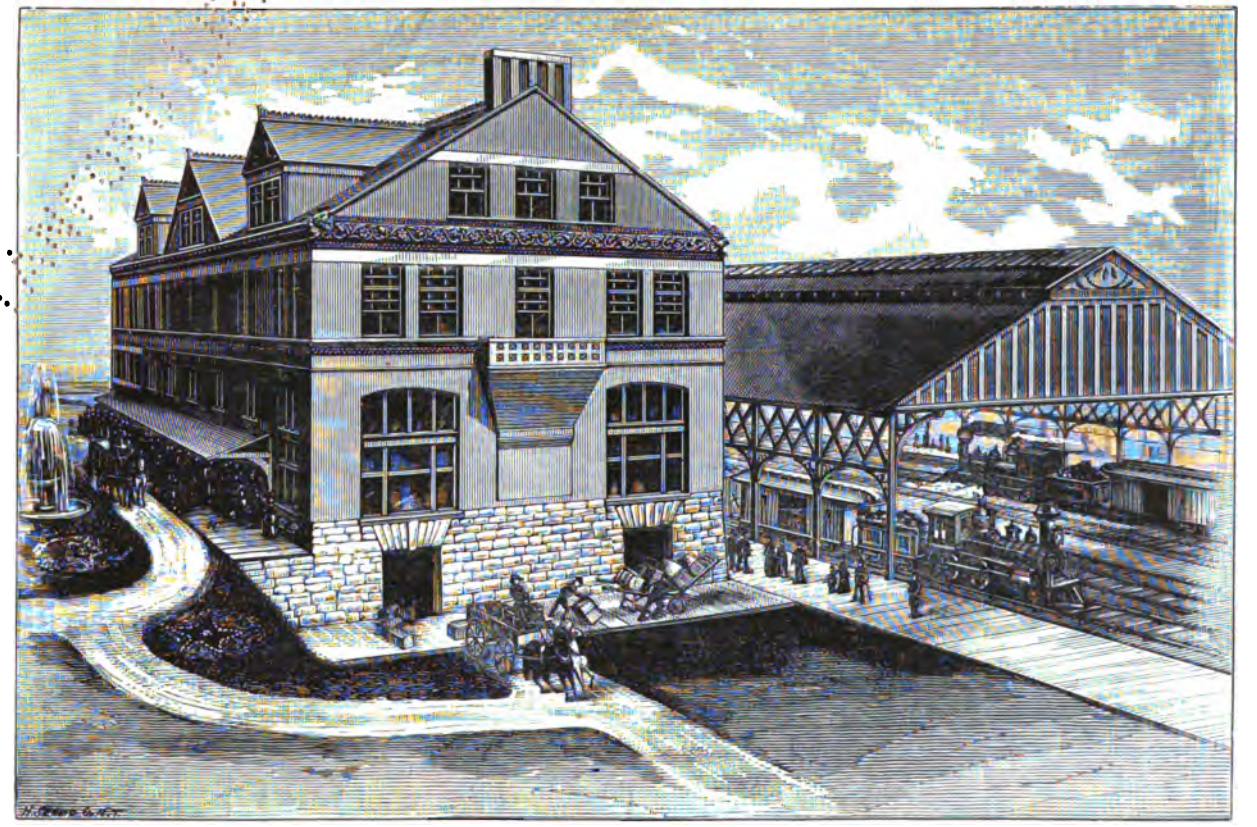
Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Scalp Level Railroad.	Lovett, Pa., ...	Black Mills, Pa.	Penna. Railroad Co.	.....	24.69

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$725,286 49	Capital stock, ...	$300,000 00
Cash and current assets, ...	280 55	Funded debt, ...	299,279 30
		Profit and loss, ...	126,287 74
Grand total, ...	$725,567 04	Grand total, ...	$725,567 04

SCHUYLKILL AND JUNIATA RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: June 1, 1900.
Under laws of what government or state organized: Pennsylvania.



STATION AT HARRISBURG, PA.

Pennsylvania Railroad Company.

TRAINED GRADUATE

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Wm. H. Barnes, ...	Philadelphia, Pa.	Charles E. Pugh, ...	Philadelphia, Pa.
E. T. Postlethwaite, ..	"	J. C. Bright, ...	Pottsville, Pa.
John P. Green, ...	"	Henry Eppihimer, ...	Reading, Pa.
George Wood, ...	"	Heber S. Thompson, ..	Pottsville, Pa.

OFFICERS.

Title.	Name.	Official Address.
President, ...	Samuel Rea, ...	Philadelphia, Pa.
Vice President, ...	John P. Green, ...	"
Secretary, ...	Albert Hewson, ...	"
Treasurer, ...	Taber Ashton, ...	"
Chief Engineer, ...	Wm. H. Brown, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Schuylkill and Juniata R. R.	Philadelphia, Pa.	New Boston, Pa.	Penna. Railroad Co.	Lease, ...	101.30
	Tomhicken, Pa.	Sunbury, Pa., ..	.....	.....	43.44
	Catawissa, Pa.,	Wilkes-Barre, Pa.	.....	.....	43.13
	Selinsgrove Jc., Pa.	Lewistown Jct., Pa.	.....	.....	44.74
Branches, ...	.....	.....	.....	.....	57.32
Total mileage, ..	.....	.....	.....	.....	289.93

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$22,226,467 38	Capital stock, ...	$12,354,000 00
Stocks owned, ...	124 16	Funded debt, ...	9,350,000 00
Fund for redemption of North and West Branch bonds, ...	1,500,000 00	Current liabilities, ...	58,383 13
Construction suspense account, ...	46,763 38	Real estate mortgages, ...	250 01
Cash and current assets, ...	1,040,815 64	Accrued interest on funded debt not yet payable, ...	76,416 67
Other Assets:		Profit and loss, ...	3,090,150 75
Sinking fund, ...	115,000 00		
Grand total, ...	$24,929,200 56	Grand total, ...	$24,929,200 56

SCHUYLKILL AND LEHIGH RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: June 7, 1880.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
C. E. Henderson, ...	Philadelphia, Pa.	George F. Baer, ...	Philadelphia, Pa.
John Lowber Welsh, ...	"	Frank P. Lauer, ...	"
Theodore Voorhees, ...	"	James M. Landis, ...	"

OFFICERS.

Title.	Name.	Official Address.
President, ...	Joseph S. Harris, ...	Philadelphia, Pa.
Secretary, ...	W. R. Taylor, ...	"
Treasurer, ...	W. A. Church, ...	"
Comptroller, ...	D. Jones, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Schuylkill and Lehigh R. R.	High's Farm near Reading, Pa.	Slatington, Pa.,	Philadelphia and Reading Railway Co.	Lease, ...	43.98

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$1,213,800 32	Capital stock, ...	$600,000 00
Cash and current assets, ...	17,648 13	Funded debt, ...	600,000 00
		Current liabilities, ...	31,448 45
Grand total, ...	$1,231,448 45	Grand total, ...	$1,231,448 45

SCHUYLKILL AND LEHIGH VALLEY RAILROAD COMPANY.

Operated by Lehigh Valley Railroad Company.
Date of organization: October 9, 1886.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Charles Hartshorne, ...	Philadelphia, Pa.	David G. Baird, ...	Beverly, N. J.
Joseph C. Bright, ...	Pottsville, Pa.	Isaac McQuilkin, ...	Philadelphia, Pa.
Robt. P. Linderman, ..	South Bethlehem, Pa.	John R. Fanshawe, ..	"
John S. Wentz, ...	Mauch Chunk, Pa.	Wm. Alderson, ...	"
E. T. Stotesbury, ...	Philadelphia, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President, ...	Alfred Walter, ...	Philadelphia, Pa.
Secretary and Treasurer, ...	David G. Baird, ...	"
Comptroller, ...	Isaac McQuilkin, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Schuylkill and Lehigh Valley Railroad Co.	Lizard Creek Junction, Pa.	Blackwood, Pa.	Lehigh Valley Railroad Co.	.....	39.80
Sundry branches,..	.....	.....	.....	.....	1.88
Total mileage,..	.....	.....	.....	.....	41.68

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$4,000,000 00	Capital stock, ...	$2,000,000 00
		Funded debt, ...	2,000,000 00
Grand total, ...	$4,000,000 00	Grand total, ...	$4,000,000 00

SCHUYLKILL RIVER, EAST SIDE, RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: July 14, 1883.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
John K. Cowen, ...	Baltimore, Md.	J. D. McCubbin, Jr.,...	Baltimore, Md.
C. C. F. Bent, ...	Philadelphia, Pa.	Sidney F. Tyler, ...	Philadelphia, Pa.
G. H. Frazier, ...	"	C. W. Woolford, ...	Baltimore, Md.
Theo. Frothingham, ..	"		

OFFICERS.

Title.	Name.	Official Address.
President, ...	John K. Cowen, ...	Baltimore, Md.
Secretary, ...	Theo. Frothingham, ...	Philadelphia, Pa.
Treasurer, ...	J. V. McNeal, ...	Baltimore, Md.
Assistant Treasurer, ...	Theo. Frothingham, ...	Philadelphia, Pa.
Auditor, ...	Geo. W. Booth, ...	Baltimore, Md.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Schuylkill River East Side R. R.	P. &. R. R. Junction.	Park Junction.	Baltimore & Ohio R. R.	Contract,....	3.80
Pt. Breeze Branch,	Jackson St., ...	Point Breeze, ..	Baltimore & Ohio R. R.	"	.40
Sneyder Avenue Branch.	Morris St., ...	Snyder Ave., ...	Baltimore & Ohio R. R.	"	.40
Delaware Avenue	East Side, ...	Reed St., ...	Baltimore & Ohio R. R.	"	5.40
Stock Yard Branch,	Stock Yard Jct.,	Stock Yard, ...	Baltimore & Ohio R. R.	"	.50
Oregon Avenue Extension.	Swanson St., ..	Salt Works, ...	Baltimore & Ohio R. R.	"	.50
Total mileage,..	.....	.....	.....	.....	11.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$9,000,000 00	Capital stock,	$4,500,000 00
Cash and current assets,	754,207 11	Funded debt,	4,500,000 00
		Profit and loss,	754,207 11
Grand total,	$9,754,207 11	Grand total,	$9,754,207 11

SCHUYLKILL VALLEY NAVIGATION AND RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: March 20, 1827.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
George F. Baer,	Philadelphia, Pa.	W. R. Taylor,	Philadelphia, Pa.
John Lowber Welsh,	"	D. Jones,	"
Theodore Voorhees,	"	James M. Landis,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	"
Treasurer,	W. A. Church,	"
Comptroller,	D. Jones,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Schuylkill Valley Navigation & R. R. Co.	Mount Carbon,	Reevesdale, Pa.	Philadelphia and Reading Ry.	Lease,	10.96

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$576,840 94	Capital stock,	$576,050 00
Cash and current assets,	17,045 60	Current liabilities,	14,938 55
		Profit and loss,	2,897 99
Grand total,	$593,886 54	Grand total,	$593,886 54

SCOTTDALE CONNECTING RAILROAD COMPANY.

Date of organization: September 16, 1897.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
A. C. Overholt,	Scottdale, Pa.	B. F. Overholt,	Scottdale, Pa.
J. W. Ruth,	"	A. S. R. Overholt,	West Overton, Pa.
J. D. Hill,	"	Ralph Overholt,	Pittsburg, Pa.

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board and President,	B. F. Overholt,	Scottdale, Pa.
First Vice President,	A. C. Overholt,	"
Secretary and Treasurer,	J. D. Hill,	"
General Manager,	Ralph Overholt,	Pittsburg, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Scottdale Connecting Railroad Company.	East Scottdale, Pa.	Everson, Pa.,	1.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cash and current assets, ...	$14,787 01	Capital stock, ...	$10,404 40
Other assets:		Current liabilities, ...	10,407 97
Materials and supplies, ...	500 00		
Profit and loss, ...	5,120 96		
Grand total, ...	$20,407 97	Grand total, ...	$20,407 97

SCRANTON AND SPRING BROOK RAILROAD COMPANY.

Date of organization: July 3, 1897.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Louis A. Watres, ...	Scranton, Pa.	Henry A. Knapp, ...	Scranton, Pa.
Clarence D. Simpson,..	"	Harry P. Simpson, ...	"
Thomas H. Watkins, ..	"	Robert C. Adams, ...	"

OFFICERS.

Title.	Name.	Official Address.
President, ...	Louis A. Watres, ...	Scranton, Pa.
Secretary and Treasurer, ...	Robert C. Adams, ...	"
General Manager, ...	O. M. Lance, ...	Wilkes-Barre, Pa.
General Superintendent, ...	Charles Watres, ...	Scranton, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Main Line, ...	Moosic, ...	Round Hole, ...	6.50
Quarry Line, ...	Round Hole, ...	Quarry, ...	2.50
Total mileage operated, ...	.....	.....	9.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$39,189 66	Capital stock,	$25,000 00
Cost of equipment,	4,743 17	Current liabilities,	20,529 11
Profit and loss,	1,596 28		
Grand total,	$45,529 11	Grand total,	$45,529 11

SHAMOKIN, SUNBURY AND LEWISBURG RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: February 12, 1882.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
George F. Baer,	Philadelphia, Pa.	C. E. Henderson,	Philadelphia, Pa.
John Lowber Welsh,	"	D. Jones,	"
Edson J. Weeks,	"	James M. Landis,	"
Theodore Voorhees,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	"
Treasurer,	W. A. Church,	"
Comptroller,	D. Jones,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Shamokin, Sunbury and Lewisburg R. R. Co.	Shamokin, Pa.	W. Milton, Pa.	Philadelphia and Reading Ry.	Lease,	31.29

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$3,386,898 16	Capital stock,	$2,000,000 00
Cash and current assets,	613,101 84	Funded debt,	2,000,000 00
Grand total,	$4,000,000 00	Grand total,	$4,000,000 00

SHAMOKIN VALLEY AND POTTSVILLE RAILROAD COMPANY.

Operated by Northern Central Railway Company.
Date of organization: March 25, 1858.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
A. J. Cassatt,	Philadelphia, Pa.	Samuel Rea,	Philadelphia, Pa.
Chas. E. Pugh,	"	N. P. Shortridge,	Wynnewood, Pa.
Wm. H. Barnes,	"	E. T. Postlethwaite,	Philadelphia, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	John P. Green,	Philadelphia, Pa.
Vice President,	Chas. E. Pugh,	"
Secretary,	Stephen W. White,	"
Treasurer,	Taber Ashton,	"
Chief Engineer,	Wm. H. Brown,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Shamokin Valley and Pottsville R. R.	Sunbury, Pa.,	Mt. Carmel,	Northern Central Ry. Co.	Lease,	27.30
Branches,					11.12
Total mileage,					38.42

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,208,000 00	Capital stock,	$869,450 00
Stocks owned,	4,592 24	Funded debt,	2,000,000 00
Lands owned,	1,667,908 40	Current liabilities,	70,215 00
Cash and current assets,	70,271 68	Profit and loss,	11,127 32
Grand total,	$2,950,822 32	Grand total,	$2,950,822 32

SHARON RAILWAY COMPANY.

Date of organization: July 16, 1873.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Norman Hall,	Sharon, Pa.	Fayette Brown,	Cleveland, O.
P. L. Kimberly,	"	Hunter Wykes,	New York, N. Y.
J. J. Spearman,	"	G. W. Johnson,	New Castle, Pa.
Simon Perkins,	"	E. B. Thomas,	New York, N. Y.
J. J. Pierce,	Sharpsville, Pa.	G. M. Cumming,	"
M. H. Hencurson,	New Castle, Pa.		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board and President,	E. A. Wheeler,	Sharon, Pa.
Secretary,	John H. Dynes,	Cleveland, O.
Treasurer,	Charles Hall,	Sharon, Pa.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
The Sharon Railway.	Sharon,	Pymatuning,	The Erie Railroad Co.	Lease,	7.93
Middlesex Extension.	Verona,	Middlesex,			6.86
Sharpsville Branch,	Boyce,	Sharpsville,			1.55
New Castle and Shenango Valley R. R. Co.	W. Middlesex,	New Castle,			16.73
Total mileage,					33.07

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,071,541 87	Capital stock,	$657,550 00
Cash and current assets,	20,161 59	Funded debt,	413,000 00
		Accrued interest on funded debt not yet payable,	11,190 00
		Profit and loss,	8,963 46
Grand total,	$1,091,703 46	Grand total,	$1,091,703 46

SHENANGO VALLEY RAILROAD COMPANY.

Operated by The Lake Shore and Michigan Southern Railway Company.
Date of organization: May 3, 1886.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
W. H. Newman,	Cleveland, O.	John Phillips,	Sharon, Pa.
Jas. S. Fruit,	Sharon, Pa.	Samuel McClure,	"
Enoch Filer,	"	E. A. Handy,	Cleveland, Ohio.
Joseph Forker,	"	O. G. Getzen-Danner,	"
F. H. Buhl,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	Dan. P. Eells,	Cleveland, O.
Secretary and Treasurer,	O. G. Getzen-Danner,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Shenango Valley Ry.	Sharon, Pa.,	Ohio State Line	L. S. & M. S. Ry. Co.		1.95

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$127,787 33	Capital stock,	$60,000 00
		Value of note given contractor,	67,787 33
Grand total,	$127,787 33	Grand total,	$127,787 33

SHARPSVILLE RAILROAD COMPANY.

Date of organization: March 6, 1876.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
A. W. Black,	Pittsburg, Pa.	J. W. Renner,	Pittsburg, Pa.
D. F. Maroney,	"	E. B. Taylor,	"
G. M. McIlvain,	Sharpsville, Pa.	C. W. Woolford,	Baltimore, Md.
J. J. Pierce,	"		

OFFICERS.

Title.	Name.	Official Address.
Receiver,	G. M. McIlvain,	Sharpsville, Pa.
President,	John K. Cowan,	Baltimore, Md.
Vice President,	D. F. Maroney,	Pittsburg, Pa.
Secretary,	C. W. Woolford,	Baltimore, Md.
Treasurer,	J. V. McNeal,	"
Treasurer for Receiver,	H. W. Black,	Pittsburg, Pa.
Auditor,	G. W. Booth,	Baltimore, Md.
Auditor for Receiver,	S. K. Harris,	Pittsburg, Pa.
Superintendent,	G. M. McIlvain,	Sharpsville, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Sharpsville Railroad Company,	Sharpsville, Pa.,	Wilmington, Del.,	17.00
Sharon Branch,			.75
Total mileage operated,			17.75

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$422,590 24	Capital stock,	$350,000 00
Cost of equipment,	26,856 19	Current liabilities,	164,466 02
Cash and current assets,	3,860 87		
Other Assets:			
Sundries,	423 62		
Profit and loss,	60,735 10		
Grand total,	$514,466 02	Grand total,	$514,466 02

SHEFFIELD AND TIONESTA RAILWAY COMPANY.

Date of organization: June 1, 1901.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Truman D. Collins,	Nebraska, Pa.	Orion Siggins,	West Hickory, Pa.
Mary S. Collins,	"	Leon Watson,	Kellattville, Pa.
Everett S. Collins,	"		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board and President,	Truman D. Collins,	Nebraska, Pa.
First Vice President,	Mary S. Collins,	"
Secretary and Treasurer,	Leon Watson,	Kellattville, Pa.
Attorney or General Counsel,	Hinckley & Rice,	Warren, Pa.
Auditor,	Orion Siggins,	West Hickory, Pa.
General Manager and Chief Engineer,	Truman D. Collins,	Nebraska, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Sheffield and Tionesta Railway,	Sheffield, Pa.,	Ross Run, Pa.,	29.00
Tionesta Valley and Hickory,	Ross Run, Pa.,	Nebraska, Pa.,	5.00
Total mileage operated,			34.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$204,139 62	Capital stock, ...	$150,000 00
		Current liabilities, ...	54,139 62
Grand total, ...	$204,139 62	Grand total, ...	$204,139 62

SLACKWATER CONNECTING RAILROAD COMPANY.

Operated by Union Railroad Company.
Date of organization: June 30, 1892.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
J. H. Reed, ...	Pittsburg, Pa.	Wm. J. Post, ...	Pittsburg, Pa.
D. M. Clemson, ...	"	James J. Campbell, ..	"
Geo. E. McCague, ...	"	D. G. Kerr, ...	"
R. A. Franks, ...	"		

OFFICERS.

Title.	Name.	Official Address.
President, ...	J. H. Reed, ...	Pittsburg, Pa.
Vice President, ...	D. M. Clemson, ...	"
Secretary and Treasurer, ...	R. A. Franks, ...	"
Auditor, ...	Wm. J. Post, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
The Slackwater Connecting Road Co.	A point on Monongahela River, Allegheny county, Pa.	A point on line of B. & O. R. R. in Braddock Tp., Allegheny Co., Pa.	Union Railroad Co.	Lease, ...	1.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$4,800 00	Capital stock,	$10,000 00
Cost of equipment,	5,200 00	Profit and loss,	4,490 78
Cash and current assets,	4,490 78		
Grand total,	$14,490 78	Grand total,	$14,490 78

SLATE RUN RAILROAD COMPANY.

Date of organization: December 9, 1884.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Wm. H. Jessup,	Scranton, Pa.	Wm. H. Jessup, Jr.,	Scranton, Pa.
James B. Weed,	Binghamton, N. Y.	H. C. Jessup,	"
Wm. S. Hill,	New York, N. Y.	H. E. Hand,	"

OFFICERS.

Title.	Name.	Official Address.
President,	James B. Weed,	Binghamton, N. Y.
Secretary,	Frederick D. Weed,	"
Vice President and Treasurer,	Frederick M. Weed,	"
General solicitor,	Wm. H. Jessup,	Scranton, Pa.
General Manager,	Lewis M. Weed,	Binghamton, N. Y.
Chief Engineer,	A. P. Bovier,	Elmira, N. Y.
General Superintendent,	Frank Hammond,	Slate Run, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Slate Run Railroad Company,	Slate Run, Pa.,	North Bend, Pa.,	15.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$65,757 31	Capital stock,	$81,000 00
Cost of equipment,	15,242 69	Current liabilities,	46,5.5 39
Cash and current assets,	16,615 04		
Profit and loss,	29,920 35		
Grand total,	$127,535 39	Grand total,	$127,535 39

SMETHPORT RAILROAD COMPANY.

Operated by Mt. Jewett, Kinzua and Riterville Railroad Company.
Date of organization: March 6, 1899.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
G. C. Burch,	Kushequa, Pa.	A. E. Foster,	Kushequa, Pa.
C. D. Lamb,	"	F. D. Gallup,	Smethport, Pa.
N. C. Cody,	"	J. W. Bouton,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Elisha K. Kane,	Kushequa, Pa.
Secretary,	N. C. Cody,	"
Auditor,	C. D. Lamb,	"
Chief Engineer,	G. H. Lyon,	Ormsby.
Treasurer,	Z. E. Kane,	Kushequa.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Smethport Railroad.	McKeans,	Smethport,	Mt. Jewett, Kinzua and Riterville R. R. Co.	Lease,	8.17

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$93,485 02	Capital stock,	$86,400 00
Cash and current assets,	1,211 59	Current liabilities,	5,550 00
		Profit and loss,	2,746 61
Grand total,	$94,696 61	Grand total,	$94,696 61

SMITHFIELD AND MASONTOWN RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: July 18, 1899.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Johns McCleave,	Pittsburg, Pa.	John Barron,	Pittsburg, Pa.
Thomas Herriott,	"	E. D. Smith,	"
D. F. Maroney,		C. W. Woolford,	Baltimore, Md.

OFFICERS.

Title.	Name.	Official Address.
President,	John K. Cowan,	Pittsburg, Pa.
Secretary,	C. W. Woolford,	"
Treasurer,	J. V. McNeal,	Baltimore, Md.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Smithfield and Masontown R. R.	Smithfield, Pa.,	Leehrone, Pa.,	Baltimore & Ohio R. R.		7.91

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$181,021 89	Capital stock,	$22,500 00
Cash and current assets,	20,250 00	Current liabilities,	175 098 21
		Profit and loss,	3,673 68
Grand total,	$201,271 89	Grand total,	$201,271 89

SOMERSET AND CAMBRIA RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: January 27, 1879.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
W. H. Koontz,	Somerset, Pa.	Thos. Lynch,	Pittsburg, Pa.
W. P. Kooser,	"	Wallace H. Rowe,	"
Simon Krebs,	"	Alan W. Wood,	McKeesport, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	John K. Cowen,	Baltimore, Md.
Secretary,	C. W. Woolford,	"
Treasurer,	J. V. McNeal,	"
Auditor,	Geo. W. Booth,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Somerset & Cambria Railroad Company.	Rockwood, Pa.,	Johnstown, Pa.,	Baltimore & Ohio Railroad Co.		45.10

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,346,913 77	Capital stock,	$1,000,000 00
Cash and current assets,	417,168 91	Funded debt,	651,000 00
		Profit and loss,	113,082 68
Grand total,	$1,764,082 68	Grand total,	$1,764,082 68

SOUTH BRANCH RAILROAD COMPANY.

Date of organization: May 7, 1897.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Herbert C. Rich,	Granere, Pa.	C. R. Rich,	Granere, Pa.
Horace C. Rich,	"	F. F. Hinman,	"
L. G. Willson,	"	E. E. Keith,	"
W. F. Andrews,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	Herbert C. Rich,	Granere, Pa.
First Vice President,	Horace C. Rich,	"
Secretary,	W. F. Andrews,	"
Treasurer,	L. G. Wilson,	"
Auditor,	E. E. Keith,	"
General Manager,	Horace C. Rich,	"
General Superintendent,	L. G. Willson,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
South Branch Railroad,	South Branch Junc.,	Jury, Pa.,	5.67
Mead Run Railroad: Trackage rights,	South Branch Junc.,	Mount Jewett,	2.33
Total mileage operated,			8.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$34,300 00	Capital stock,	$60,000 00
Cost of equipment,	25,700 00	Current liabilities,	862 70
Cash and current assets,	14,673 95	Profit and loss,	13,811 25
Grand total,	$74,673 95	Grand total,	$74,673 95

SOUTH CHESTER RAILROAD COMPANY.

Operated by Philadelphia, Wilmington and Baltimore Railroad Company.
Date of organization: June 22, 1891.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
R. D. Barclay,	Philadelphia, Pa.	Wm. A. Patton,	Philadelphia, Pa.
C. M. Bunting,	"	N. P. Shortridge,	"
Lewis Neilson,	"	Stephen W. White,	"

OFFICERS.

Title.	Name.	Official Address.
President,	John P. Green,	Philadelphia, Pa.
Secretary,	Albert Hewson,	"
Treasurer,	Taber Ashton,	"
Chief Engineer,	Wm. H. Brown,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
South Chester R. R.	Chester,	Crescent Oil Works.	Philadelphia, Wilmington & Baltimore R. R. Co.		2.72
Branches,					1.04
Total mileage,					3.76

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$194,906 14	Capital stock,	$250,000 00
Cash and current assets,	55,093 86		
Grand total,	$250,000 00	Grand total,	$250,000 00

SOUTH EASTON AND PHILLIPSBURG RAILROAD COMPANY.

Operated by Lehigh and Hudson River Railway Company.
Date of organization: July 25, 1889.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
F. R. Cope,	Philadelphia, Pa.	E. N. Moore,	Philadelphia, Pa.
S. Shepherd,	"	C. A. Ross,	"
E. Hill,	"	C. F. Howell,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Lewis A. Riley,	Philadelphia, Pa.
Vice President,	C. F. Howell,	"
Secretary and Treasurer,	S. Shepherd,	"
Assistant Secretary and Treasurer,	H. F. Baker,	"
Auditor,	E. M. Reynolds,	Warwick, New York.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
South Easton and Phillipsburg R. R.	South Easton, Pa.	Boundary line between Pa. & N. J.	Lehigh & Hudson River Railway Co.	.....	.83

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$88,522 36	Capital stock,	$75,000 00
		Current liabilities,	13,522 36
Grand total,	$88,522 36	Grand total,	$88,522 36

SOUTH FORK RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: July 2, 1890.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
George F. Huff,	Greensburg, Pa.	R. Pitcairn,	Pittsburg, Pa.
R. D. Barclay,	Philadelphia, Pa.	Charles E. Pugh,	Philadelphia, Pa.
George Wood,	"	W. H. Barnes,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary and Treasurer,	F. W. Schwarz,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
South Fork Railroad.	South Fork, Pa.	Coal Mines, Pa.	Pennsylvania Railroad Co.		8.12
Beaver Branch Extension.	Lovett, Pa.,	Coal Mines, Pa.	Pennsylvania Railroad Co.		4.05
Total mileage,					12.17

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$171,305 36	Capital stock,	$120,000 00
Cash and current assets,	51,684 56	Funded debt,	58,186 35
		Profit and loss,	44,804 07
Grand total,	$222,990 42	Grand total,	$222,990 42

SOUTHERN PENNSYLVANIA RAILWAY AND MINING COMPANY.

Operated by Cumberland Valley Railroad Company.
Date of organization: February 1, 1873.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Thomas B. Kennedy,	Chambersburg, Pa.	Samuel Rea,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.	John Hays,	Carlisle, Pa.
M. C. Kennedy,	Chambersburg, Pa.	C. Price Speer,	Chambersburg, Pa.
Lane S. Hart,	Harrisburg, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President,	Thomas B. Kennedy,	Chambersburg, Pa.
Secretary and Treasurer,	W. L. Ritchey,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Southern Pennsylvania Railway and Mining Co.	Jc. C. V. R. R.,	Mercersburg,	Cumberland Valley Railroad Co	Lease,	13.60
	Mercersburg Jc.	Richmond,			7.80
Total mileage,					21.40

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road and equipment, ...	$1,426,572 50	Capital stock, ...	$800,000 00
Profit and loss, ...	512,910 51	Funded debt, ...	625,000 00
		Current liabilities, ...	514,483 01
Grand total, ...	$1,939,483 01	Grand total, ...	$1,939,483 01

SOUTH SHORE RAILROAD COMPANY.

Date of organization: September 14, 1892.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
J. W. Friend, ...	Pittsburg, Pa.	T. W. Friend, ...	Pittsburg, Pa.
F. M. Hoffstd, ...	"		

OFFICERS.

Title.	Name.	
President, ...	J. W. Friend, ...	Pittsburg, Pa.
Secretary and Treasurer, ...	F. N. Hoffstd, ...	"
Auditor, ...	T. W. Friend, ...	"
General Manager, ...	F. N. Hoffstd, ...	"
General Superintendent, ...	F. N. Hoffstd, ...	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
South Shore Railroad Company, ...	Boro. Esplen, ...	30th street, ...	4.85

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$20,068 46	Capital stock,	$10,000 00
Cost of equipment,	16,487 45	Current liabilities,	16,984 55
Cash and current assets,	5,242 99	Profit and loss,	14,754 35
Grand total,	$41,738 90	Grand total,	$41,738 90

SOUTH WEST CONNECTING RAILWAY COMPANY.

Date of organization: May 20, 1897.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
E. H. Gary,	New York.	O. W. Kennedy,	Pittsburg.
C. M. Schwab,	"	Philip Keller,	"
W. C. Magee,	Pittsburg.	J. M. B. Reis,	"

OFFICERS.

Title.	Name.	Official Address.
President,	Thomas Lynch,	Pittsburg, Pa.
Secretary,	C. H. Haslet,	"
Treasurer,	Philip Keller,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
South West Connecting Railroad,	Point near Frawger Station, on Sewickley Branch of So. West Penna. R. R. Co.	Marguerite Works, Station.	2.50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$16,000 00	Capital stock,	$16,000 00
Grand total,	$16,000 00	Grand total,	$16,000 00

SOUTH WEST PENNSYLVANIA RAILWAY COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: March 16, 1871.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
W. H. Barnes,	Philadelphia, Pa.	Robert Pitcairn,	Pittsburg, Pa.
J. K. Ewing,	Uniontown, Pa.	Samuel Rea,	Philadelphia, Pa.
John P. Green,	Philadelphia, Pa.	N. P. Shortridge,	"
George F. Huff,	Greensburg, Pa.	George A. Torrence,	New Haven, Pa.
Effingham B. Morris,	Philadelphia, Pa.	J. F. Wentling,	Greensburg, Pa.
C. Stuart Patterson,	"	E. M. Ferguson,	Pittsburg, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	Charles E. Pugh,	Philadelphia, Pa.
Vice President,	Samuel Rea,	"
Secretary,	Albert Hewson,	"
Treasurer,	Taber Ashton,	"
Chief Engineer,	W. H. Brown,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
South West Pennsylvania Railway.	Greensburg, Pa.	Fairchance, Pa.	Pennsylvania Railroad Company.	Lease,	44.79
Branches,					85.20
Total mileage,					129.99

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$2,690,783 22	Capital stock,	$1,499,900 00
Construction suspense account,	11,066 51	Funded debt,	900,000 00
Cash and current assets,	337,386 64	Current liabilities,	11,997 51
Other assets:		Accrued interest on funded debt not yet payable,	26,250 00
Sinking fund,	38,000 00	Fund for redemption of bonds,	94,675 00
		Profit and loss,	545,013 86
Grand total,	$3,077,836 37	Grand total,	$3,077,836 37

STATE LINE AND SULLIVAN RAILROAD COMPANY.

Operated by Lehigh Valley Railroad Company.
Date of organization: December 2, 1874.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.
Chas. H. Davis,	912 Broad Exchange Bldg., New York, N. Y.
W. S. Grant,	1516 Spruce street, Philadelphia, Pa.
N. N. Betts,	Towanda, Pa.
O. A. Baldwin,	"
Herman Hoopes,	Real Estate Trust Building, Philadelphia, Pa.
G. H. Lewars,	Philadelphia, Pa.
T. S. Frothingham,	New York, N. Y.

OFFICERS.

Title.	Name.	Official Address.
President,	N. N. Betts,	Towanda, Pa.
Vice President,	Charles H. Davis,	New York, N. Y.
Secretary and Treasurer,	E. D. Ackley,	Philadelphia, Pa.
General Manager,	O. A. Baldwin,	Towanda, Pa.
Superintendent,	R. E. Dunston,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
State Line and Sullivan R. R. Co.	Bernice, Pa., .	Monroeton, Pa.	Lehigh Valley R. R. Co.	Lease, ...	24.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$627,500 00	Capital stock, ...	$980,250 00
Stocks owned, ...	100 00	Funded debt, ...	295,000 00
Bonds owned, ...	25,000 00	Current liabilities, ...	41,650 00
Other permanent investments, ...	101,742 93	Profit and loss, ...	31,215 19
Lands owned, ...	500,000 00		
Cash and current assets, ...	93,772 26		
Grand total, ...	$1,348,115 19	Grand total, ...	$1,348,115 19

STEWART RAILROAD COMPANY.

Operated by Lake Shore and Michigan Southern Railway Company.
Date of organization: September 9, 1887.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
W. H. Newman, ...	Cleveland, O.	Samuel McClure, ...	Sharon, Pa.
O. G. Getzen-Danner, .	"		

OFFICERS.

Title.	Name.	Official Address.
President, ...	Dan. P. Eells, ...	Cleveland, O.
Secretary and Treasurer, ...	O. G. Getzen-Danner, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
The Stewart R. R. Co.	Stewart Iron Works, Sharon, Pa.	Ohio State Line.	L. S. & M. S. Ry. Co.	....	0.32

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$7,114 20	Capital stock, ...	$7,700 00
Profit and loss, ...	585 80		
Grand total, ...	$7,700 00	Grand total, ...	$7,700 00

STEWARTSTOWN RAILROAD COMPANY.

Date of organization: September, 1884.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Jos. W. Anderson, ...	Stewartstown, Pa.	J. A. Johnson, ...	Stewartstown, Pa.
M. W. Bahn, ...	York, Pa.	C. W. Shaw, ...	"
W. H. Fulton, ...	Stewartstown, Pa.	Jno. C. Willey, ...	Gatchellville, Pa.
A. G. Bowman, ...	"	W. T. Bay Stewart, ..	York, Pa.
A. T. Grove, ...	"	F. P. Whitcraft, ...	Baltimore, Md.
Wm. Hammill, ...	"	John Y. Keeney, ...	Shrewsbury, Pa.
W. J. P. Gemmill, ...	"		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board and President,	Jos. W. Anderson,	Stewartstown, Pa.
Vice President,	M. W. Bahn,	York, Pa.
Secretary,	A. G. Bowman,	Stewartstown, Pa.
Treasurer,	T. B. Fulton,	"
Attorney or General Counsel,	W. B. Gemmill,	York, Pa.
Auditor,	C. W. Shaw,	Stewartstown, Pa.
General Manager,	M. W. Bahn,	York, Pa.
General Superintendent,	W. H. Fulton,	Stewartstown, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Stewartstown Railroad Company,	Stewarstown, Pa.,	New Freedom, Pa.,	7.20

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$94,772 18	Capital stock,	$70,000 00
Cost of equipment,	8,148 43	Profit and loss,	37,035 64
Lands owned,	853 16		
Cash and current assets,	3,461 82		
Other assets:			
Materials and supplies,	300 00		
Grand total,	$107,035 64	Grand total,	$107,035 64

STONY CREEK RAILROAD COMPANY.

Date of organization: May 26, 1868.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Theodore Voorhees, ...	Philadelphia, Pa.	J. P. H. Jenkins, ...	Norristown, Pa.
C. E. Henderson, ...	"	W. H. Slingluff, ...	"
E. F. Smith, ...	"	Jacob B. Hillegass, ..	"
Thomas M. Richards,..	"	Montgomery Evans, ..	"
James M. Landis, ...	"	Oliver G. Morris, ...	Line Lexington, Pa.
Howard Boyd, ...	Norristown, Pa.	J. H. Loomis, ...	Philadelphia, Pa.

OFFICERS.

Title.	Name.	Official Address.
President, ...	James Boyd, ...	Philadelphia, Pa.
First Vice President, ...	Theodore Voorhees, ...	"
Second Vice President, ...	C. E. Henderson, ...	"
Secretary, ...	W. R. Taylor, ...	"
Treasurer, ...	W. A. Church, ...	"
Comptroller, ...	D. Jones, ...	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Stony Creek Railroad Company, ...	Norristown, Pa., ...	Lansdale, Pa., ...	10.07

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$541,522 54	Capital stock, ...	$176,100 00
Cash and current assets, ...	14,332 21	Funded debt, ...	350,000 00
Other assets, materials and supplies, ...	3,084 40	Current liabilities, ...	648,869 41
Profit and loss, ...	625,105 26	Real estate mortgages, ...	3,000 00
		Accrued interest on funded debt not yet payable, ...	6,125 00
Grand total, ...	$1,184,094 41	Grand total, ...	$1,184,094 41

SUSQUEHANNA AND BUFFALO RAILROAD COMPANY.

Date of organization: September 22, 1891.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
J. Henry Cochran, ...	Williamsport, Pa.	Garret Cochran, ...	Williamsport, Pa.
Garret D. Tinsman, ...	"	W. H. Tinsman, ...	"
Geo. L. Miller, ...	Westport, Pa.	Frank Parsons, ...	"
Jos. F. Cochran, ...	Williamsport, Pa.	H. H. Blair, ...	"

OFFICERS.

Title.	Name.	Official Address.
President, ...	J. Henry Cochran, ...	34 W. Front st., Williamsport.
Vice President, ...	Geo. L. Miller, ...	Bitumen, Pa.
Secretary, ...	G. D. Tinsman, ...	34 W. Front st., Williamsport.
Treasurer, ...	John S. Brown, ...	" "
General Solicitor, ...	H. C. & S. T. McCormick.	Williamsport, Pa.
Attorney or General Counsel, ...	Henry C. McCormick, ..	"
General Manager, ...	Geo. L. Miller, ...	Bitumen, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Susquehanna and Buffalo Railroad Company.	Cook Run, Pa., ...	Foot of plane, ...	1.50
	Foot of plane, ...	Plane No. 2, ...	1.00
Total mileage operated, ...	.....	.....	2.50

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$43,747 26	Capital stock, ...	$144,000 00
Due on capital stock, ...	123,810 00	Current liabilities, ...	24,310 75
Cash and current assets, ...	2,033 90	Miscellaneous, ...	7,108 11
Profit and loss, ...	5,797 70		
Grand total, ...	$175,418 86	Grand total, ...	$175,418 86

SUSQUEHANNA CONNECTING RAILROAD COMPANY.

Operated by Wilkes-Barre and Eastern Railroad.
Date of organization: December 14, 1896.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
J. Lowber Welsh, ...	Philadelphia, Pa.	G. M. Cumming, ...	New York, N. Y.
C. V. Merrick, ...	Bradford, Pa.	Geo. F. Brownell, ...	"
E. B. Thomas, ...	New York, N. Y.	J. T. Gardiner, ...	"
W. A. May, ...	Scranton, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President, ...	J. Lowber Welsh, ...	Philadelphia, Pa.
Vice President, ...	E. B. Thomas, ...	New York, N. Y.
Secretary, ...	J. A. Middleton, ...	"
Treasurer, ...	J. W. Platten, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Susquehanna Connecting Railroad.	S. C. R. R. Jc., Pa.	Minooka, Pa., .	W. & E. R. R.,..	Lease, ...	7.62
	Jermyn Jc., Pa.	Jermyn No. 1 Breaker, Pa.	W. & E. R. R.,..	.....	2.18
	Priceville, Pa.,	Winton Breaker, Pa.	W. & E. R. R.,..	.....	4.41
	Winton, Pa., ..	Rush brook Breaker, Pa.	W. & E. R. R.,..	.....	.80
	Spencer, Pa., .	Spencer Breaker, Pa.	W. & E. R. R.,..	.....	.90
	Murray, Pa., .	Murray Breaker, Pa.	W. & E. R. R.,..	.....	.54
	Winton, Pa., .	Winton and Dolph Breaker, Pa.	W. & E. R. R.,..	.....	2.32
	Sibley, Pa., ...	Sibley Breaker, Pa.	W. & E. R. R.,..	.....	.30
	Sibley Jc., Pa.,	Jermyn No. 2 Breaker.	W. & E. R. R.,..	.....	1.35
	Priceville Jct., Pa.	Jermyn No. 3 Breaker.	W. & E. R. R.,..	.....	.97
Total mileage, .	.....	.....	.....	.....	21.39

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$802,000 00	Capital stock,	$500,000 00
		Funded debt,	302,000 00
Grand total,	$802,000 00	Grand total,	$802,000 00

TAMAQUA, HAZLETON AND NORTHERN RAILROAD COMPANY.

Date of organization: May 18, 1891.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Theodore Voorhees,	Philadelphia, Pa.	James M. Landis,	Philadelphia, Pa.
D. Jones,	"	R. M. Oberteuffer,	"
W. R. Taylor,	"	C. H. Quartes,	"
Roswell Weston,	"	W. G. Brown,	"

OFFICERS.

Title.	Name.	Official Address.
President,	J. S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	"
Treasurer,	W. A. Church,	"
Comptroller,	D. Jones,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Tamaqua, Hazleton and Northern Railroad.	Lofty, Pa.,	Roan, Pa.,	9.91

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$666,456 58	Capital stock,	$300,000 00
Cash and current assets,	26,195 08	Funded debt,	300,000 00
Profit and loss,	37,344 06	Current liabilities,	127,495 72
		Accrued interest on funded debt not yet payable,	2,500 00
Grand total,	$729,995 72	Grand total,	$729,995 72

TIOGA RAILROAD COMPANY.

Operated by Erie Railroad Company.
Date of organization: 1851.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.
Charles tSeel,	New York, N. Y.
J. G. McCullough,	P. O. Box 839, New York, N. Y.
D. I. Roberts,	" "
E. B. Thomas,	" "
G. F. Brownell,	" "
G. M. Cumming,	" "
J. A. Middleton,	" "
C. W. Buckholtz,	" "
J. F. Maguire,	Elmira, N. Y.
C. R. Fitch,	P. O. Box 839, New York, N. Y.
J. W. Platten,	" "
J. T. Wann,	" "

OFFICERS.

Title.	Name.	Official Address.
President,	E. B. Thomas,	P. O. Box 839, New York, N. Y.
Vice President,	J. G. McCullough,	" "
Secretary,	J. A. Middleton,	" "
Treasurer,	J. W. Platten,	" "
Assistant Secretary,	L. D. Smith,	" "

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals. From—	Terminals. To—	By what Company Operated.	Under what kind of contract operated.	Miles of line.
Tioga Railroad, ...	N. Y. State Line, Lawrenceville, Pa.	Jc. Arnot and Pine Creek R. R.	Erie Railroad Co..	Ownersh i p of stock.	42.83
Morris Run Branch	Morris Run, ...	Blossburg, ...	Erie Railroad Co.,	Ownersh i p of stock.	3.56
Total mileage, .	.....	.....	.....	.....	46.39

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$1,282,823 93	Capital stock, ...	$580,900 00
Real estate buildings, ...	39,391 90	Funded debt, ...	629,500 00
Arnot and Pine Creek addition,	3,350 74	Profit and loss, ...	114,366 57
Grand total, ...	$1,325,266 57	Grand total, ...	$1,325,266 57

TIONESTA VALLEY RAILWAY COMPANY.

Date of organization: August 3, 1894.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address
B. B. Horton, ...	Sheffield, Pa.	M. D. Crary, ...	Sheffield, Pa.
C. J. Gibson, ...	"	A. H. Bailey, ...	"
H. A. Pinney, ...	"	J. J. Lopham, ...	New York, N. Y.
B. McOwen, ...	Clarendon, Pa.	H. A. Crary, ...	Sheffield, Pa.
C. H. Smith, ...	Sheffield, Pa.	Jerry Crary, ...	"

OFFICERS.

Title.	Name.	Official Address.
President,	Jerry Crary,	Sheffield, Pa.
Vice President,	H. A. Crary,	"
Secretary,	R. G. Brownell,	"
Treasurer,	William McCray,	"
Assistant Treasurer,	C. Sigel,	"
General Solicitor,	C. H. McCauley,	Ridgway, Pa.
Auditor,	Geo. C. Darling,	Sheffield, Pa.
General Manager,	James Horton,	New York, N. Y.
Chief Engineer,	H. A. Crary,	Sheffield, Pa.
General Superintendent,	C. J. Gibson,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Tionesta Valley Railway Company,	Dunhams,	Lamona, Pa.,	47.00
	Clarendon,	Stoneham,	2.00
	Clarendon,	Bucher,	6.30
	Brookston,	Coon Run,	5.30
	Lamonaville,	Ogelsby,	11.00
	Spring Creek,	Branch,	2.00
Total mileage operated,			74.30

GENERAL BALANCE SHEET.

Assets.	Total	Liabilities.	Total.
Cost of road,	$369,162 96	Capital stock,	$350,000 00
Cost of equipment,	69,503 30	Curren litbilities,	38,589 23
Cash and current assets,	9,593 05	Deductions,	41,703 08
		Profit and loss,	17,966 40
Grand total,	$448,258 41	Grand total,	$448,258 41

TIONESTA VALLEY AND HICKORY RAILROAD COMPANY.

Date of organization: March 26, 1892.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Omcial Address.	Names.	Official Address.
Truman D. Collins, ...	Nebraska, Pa.	Mary S. Collins, ...	Nebraska, Pa.
E. P. Collins, ...	"	Leon Watson, ...	Kellettville, Pa.
Geo. F. Watson, ...	Golenza, Pa.		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board and President, ...	Truman D. Collins, ...	Nebraska, Pa.
Vice President, ...	George F. Watson, ...	Golenza, Pa.
Secretary and Treasurer, ...	Leon Watson, ...	Kellettville, Pa.
Auditor, ...	Orlon Siggins, ...	East Hickory, Pa.
Chief Engineer and General Superintendent, ...	T. D. Collins, ...	Nebraska, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Tionesta Valley and Hickory Railroad,	Ross Run, Pa., ...	Nebraska, Pa., ...	5.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$33,000 00	Capital stock, ...	$33,000 00
Cash and current assets, ...	2,154 33	Profit and loss, ...	2,154 33
Grand total, ...	$35,154 33	Grand total, ...	$35,154 33

TIONESTA VALLEY AND SALMON CREEK RAILROAD COMPANY.

Date of organization: May 12, 1893.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Truman D. Collins, ...	Nebraska, Pa.	Orion Siggins, ...	East Hickory, Pa.
Mary S. Collins, ...	"	Leon Watson, ...	Kellettville, Pa.
E. S. Collins, ...	"		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board and President, ...	Truman D. Collins, ...	Nebraska, Pa.
Vice President, ...	Mary S. Collins, ...	"
Secretary and Treasurer, ...	Leon Watson, ...	Kellettville, Pa.
Auditor, ...	Orion Siggins, ...	Nebraska, Pa.
General Manager and Chief Engineer, ...	T. D. Collins, ...	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Tionesta Valley and Salmon Creek Railway.	Ross Run, Pa., ...	Kellettville, ...	6.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$26,190 94	Capital stock, ...	$17,000 00
		Current liabilities, ...	9,190 94
Grand total, ...	$26,190 94	Grand total, ...	$26,190 94

TRENTON CUT-OFF RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: December 3, 1889.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
John P. Green, ...	Philadelphia, Pa.	Enoch Lewis, ...	Philadelphia, Pa.
George Wood, ...	"	Wm. A. Patton, ...	"
N. P. Shortridge, ...	"	R. D. Barclay, ...	"

OFFICERS.

Title.	Name.	Official Address.
President, ...	Samuel Rea, ...	Philadelphia, Pa.
Secretary, ...	E. H. Pyle, ...	"
Treasurer, ...	Taber Ashton, ...	"
Chief Engineer, ...	Wm. H. Brown, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Trenton Cut-off R. R.	Bucks county line.	Jc. Phila. and Trenton R. R.	Pennsylvania R. R. Co.	Lease, ...	15.79

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$100,000 00	Capital stock, ...	$100,000 00
Grand total, ...	$100,000 00	Grand total, ...	$100,000 00

TRENTON DELAWARE BRIDGE COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: New Jersey, March 3, 1798; Pennsylvania, April 4, 1798.
Under laws of what government or state organized: New Jersey and Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
N. P. Shortridge, ...	Philadelphia, Pa.	W. J. Sewell, ...	Camden, N. J.
Samuel Rea, ...	"	H. B. Ely, ...	Beverly, N. J.
J. A. Anderson, ...	Trenton, N. J.	John P. Green, ...	Philadelphia, Pa.
Lewis Perrine, ...	"		

OFFICERS.

Title.	Name.	Official Address.
President, ...	N. P. Shortridge, ...	Philadelphia, Pa.
Secretary, ...	F. W. Schwarz, ...	"
Treasurer, ...	John M. Wood, ...	"
Commissioner of Sinking Fund, ...	Jas. R. McClure, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Trenton Delaware Bridge.	Morrisville, Pa.	Trenton, N. J.,	Pennsylvania R. R. Co. operates part used for railroad purposes.	Track age contract.	.19

GENERAL BALANCE SHEET.

Assets	Total.	Liabilities.	Total.
Cost of bridge, ...	$648,900 00	Capital stock, ...	$298,900 00
Cash and current assets, ...	28,909 69	Funded debt, ...	350,000 00
Other assets:		Current liabilities, ...	12,250 00
Sinking fund, ...	80,500 00	Appropriations to the sinking fund.	80,500 00
		Profit and loss, ...	16,659 69
Grand total, ...	$758,309 69	Grand total, ...	$758,309 69

TRESCKOW RAILROAD COMPANY.

Operated by Central Railroad Company of New Jersey.
Date of organization: May 26, 1870.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
E. W. Clark, ...	Philadelphia, Pa.	F. R. Cope, ...	Philadelphia, Pa.
Edward Lewis, ...	"	E. Hill, ...	"
H. P. McKean, ...	"	C. F. Howell, ...	"

OFFICERS.

Title.	Name.	Official Address.
President, ...	Lewis A. Riley, ...	Philadelphia, Pa.
Vice President, ...	C. F. Howell, ...	"
Secretary and Treasurer, ...	S. Shepherd, ...	"
Assistant Secretary and Treasurer,.	H. F. Baker, ...	"
Auditor, ...	C. F. Howell, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Tresckow Railroad,	Silver Brook, Pa.	Audenried, Pa.,	Central R. R. Co. of N. J.	Lease, ...	7.60

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$283,586 13	Capital stock, ...	$130,000 00
		Current liabilities, ...	153,586 13
Grand total, ...	$283,586 13	Grand total, ...	$283,586 13

TUSCARORA VALLEY RAILROAD COMPANY.

Date of organization: April, 1891.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
T. S. Moorhead,	Port Royal, Pa.	J. M. Blair,	Port Royal, Pa.
J. C. Moorhead,	"	G. S. Conn,	"
L. S. Catlin,	"	N. H. Suloff,	"
W. Kroft,	"		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board and President,	T. S. Moorhead,	Port Royal, Pa.
Vice President,	J. C. Moorhead,	"
Secretary,	D. B. McWilliams,	"
Treasurer,	J. C. Moorhead,	"
Attorney or General Counsel,	W. Schweger,	"
General Manager,	T. S. Moorhead,	"
Superintendent,	J. C. Moorhead,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Tuscarora Valley Railroad,	Port Royal,	Blair's Mills,	27.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$281,523 81	Capital stock,	$150,000 00
Cost of equipment,	25,595 00	Funded debt,	150,000 00
Cash and current assets,	2,691 71	Current liabilities,	6,141 43
		Profit and loss,	3,669 09
Grand total,	$309,810 52	Grand total,	$309,810 52

TYRONE AND CLEARFIELD RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: April 1, 1867.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
W. H. Barnes, ...	Philadelphia, Pa.	William A. Patton, ..	Philadelphia, Pa.
John P. Green, ...	"	N. P. Shortridge, ...	Wynnewood, Pa.
E. A. Irwin, ...	Curwensville, Pa.	George Wood, ...	Philadelphia, Pa.

OFFICERS.

Title.	Name.	Official Address.
President, ...	Samuel Rea, ...	Philadelphia, Pa.
Secretary, ...	Albert Hewson, ...	"
Treasurer, ...	Taber Ashton, ...	"
Chief Engineer, ...	William H. Brown, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Tyrone and Clearfield Ry.	Vail, Pa., ...	Grampian, Pa.,	Penna. Railroad Co.	Lease, ...	49.63
Branches, ...	.....	.....	.....	.....	86.45
Total mileage, ..	.....	.....	.....	.....	136.08

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$2,000,000 00	Capital stock, ...	$1,000,000 00
Construction surplus account, ...	29,382 25	Funded debt, ...	1,000,000 00
Cash and current assets, ...	75,164 36	Current liabilities, ...	54,382 25
		Profit and loss, ...	50,164 36
Grand total, ...	$2,104,546 61	Grand total, ...	$2,104,546 61

UNION RAILROAD COMPANY.

Date of organization: July 2, 1894.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
J. H. Reed,	Pittsburg, Pa.	D. M. Clemson,	Pittsburg, Pa.
Geo. E. McCague,	"	W. W. Blackburn,	"
Wm. J. Post,	"	D. G. Kerr,	"
R. A. Franks,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	J. H. Reed,	Pittsburg, Pa.
Vice President,	D. M. Clemson,	"
Secretary,	R. A. Franks,	"
Attorney or General Counsel,	Knox & Reed,	"
Auditor,	Wm. J. Post,	"
Superintendent,	F. R. McFeatters,	Port Perry, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
1. A.			
Union Railroad Company,	East Pittsburg, Pa.,	Streets Run and Cochran.	6.41
B.	Allegheny county,		10.57
3. Slackwater Connecting Railroad Company.	Connection with B. & O. R. R.	Rankin, Pa.,	1.00
4. Pittsburg, Bessemer and Lake Erie Railroad Company (Terminus of Line).	North Bessemer,	Bessemer, Pa.,	6.93
Total mileage operated,			24.91

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$7,411,596 54	Capital stock,	$2,000,000 00
Cost of equipment,	375,319 38	Funded debt,	2,000,000 00
Stocks owned,	160,000 00	Current liabilities,	3,962,805 85
Cash and current assets,	771,194 27	Real estate mortgages,	99,278 00
Other assets:		Accrued interest on funded debt not yet payable,	33,333 33
Materials and supplies,	29,091 94	Profit and loss,	651,784 95
Grand total,	$8,747,202 13	Grand total,	$8,747,202 13

URSINA AND NORTH FORK RAILROAD COMPANY.

Date of organization: February, 1882.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
George J. Humbert, ...	Connellsville, Pa.	W. A. Kissam, ...	Ursina, Pa.
Wilfred Johnson, ...	New York, N. Y.	E. H. Reid, ...	Scottdale, Pa.
Chas. W. Hogan, ...	"	John M. Mitchell, ...	New York, N. Y.
Z. Taylor Emery, ...	"	I. T. Huff, ...	Ursina, Pa.

OFFICERS.

Title.	Name.	Official Address.
President, ...	George J. Humbert, ...	Connellsville, Pa.
Vice President, ...	John M. Mitchell, ...	25 Broad st., New York, N. Y.
Secretary, ...	W. A. Kissam, ...	Ursina, Pa.
Treasurer, ...	G. J. Bradish, ...	"
General Manager, ...	W. A. Kissam, ...	"
General Superintendent, ...	I. T. Huff, ...	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Ursina and North Fork Railway Co.,...	Ursina Junc., Pa., ...	Edna Mines, ...	5.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$27,000 00	Capital stock, ...	$20,000 00
Cost of equipment, ...	3,000 00	Advanced by stockholders, ...	10,000 00
Grand total, ...	$30,000 00	Grand total, ...	$30,000 00

VALLEY CONNECTING RAILROAD COMPANY.

Date of organization: July 28, 1898.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Samuel McClure, ...	Sharon, Pa.	Fayette Brown, ...	Cleveland, O.
Edward W. Budd, ...	"	Harvey H. Brown, ...	"
Chas. F. Phillips, ...	"	Dexter B. Chambers,.	"
C. N. McClure, ...	"		

OFFICERS.

Title.	Name.	Official Address.
President, ...	Samuel McClure, ...	Sharon, Pa.
Secretary, ...	Edward W. Budd, ...	"
Treasurer, ...	Chas. F. Phillips, ...	"
Auditor, ...	Edward W. Budd, ...	"
General Manager, ...	Samuel McClure, ...	"
Assistant General Manager, ...	Chas. F. Phillips, ...	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
The Valley Connecting Railroad Company.	Northern terminus of the Stewart R. R. Co., in Hickory township, Mercer co., Pa.	Connection with the Erie and Pittsburg R. R., leased and operated by the Pennsylvania Co., in the borough of Sharon, Mercer co., Pa.	.59
	A branch line of railroad from a point in said Hickory town, on a line of the N. Y., P. & O. R. R., operated by the Erie R. R. Co.	A point near a blast furnace of Stewart Iron Co., Ltd., where a connection is made with the main line of the said Valley Connecting R. R. Co.	.27
Total mileage operated, ...	.....	.....	.86

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$3,600 00	Capital stock,	$10,000 00
Cost of equipment,	6,000 00	Current liabilities,	11,460 53
Cash and current assets,	11,460 53		
Other assets:			
Materials and supplies,	400 00		
Grand total,	$21,460 53	Grand total,	$21,460 53

WASHINGTON AND FRANKLIN RAILWAY COMPANY.

Operated by Western Maryland Railroad Company.
Date of organization: July 10, 1899.
Under laws of what government or state organized: Maryland and Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
W. U. Brewer,	Chambersburg, Pa.	Jos. L. Snively,	Shady Grove, Pa.
J. M. Hood,	Baltimore, Md.	Wm. Kealhofer,	Hagerstown, Md.
W. W. Patterson,	Philadelphia, Pa.	Henry Kyd Douglas,	"
C. E. H. Brown,	Waynesboro, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President,	W. U. Brewer,	Chambersburg, Pa.
Secretary,	Jacob J. Miller,	Waynesboro, Pa.
Treasurer,	J. T. M. Barnes,	Baltimore, Md.
General Auditor,	Robert Casson,	"
Freight Auditor,	Jas. H. Price,	"
General Manager,	Jas. M. Hood,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Washington and Franklin Ry.	North Jc., Hagerstown.	Zumbo,	Western Maryland R. R. Co.	Lease,	19.10

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$458,595 49	Capital stock,	$150,000 00
Cash and current assets,	11,355 86	Funded debt,	150,000 00
		Current liabilities,	169,951 35
Grand total,	$469,951 35	Grand total,	$469,951 35

WASHINGTON RUN RAILROAD COMPANY.

Date of organization: April 25, 1895.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
W. Harry Brown,	Pittsburg, Pa.	Ward M. Cochran,	Uniontown, Pa.
John H. Wurtz,	Dawson, Pa.	E. J. Taylor,	Pittsburg, Pa.
John S. Newmyer,	"	Wm. J. Sherrard,	Juniatavilie, Pa.
J. Calvin Core,	Vanderbilt, Pa.	N. A. Rist,	Vanderbilt, Pa.
Alex. C. Sherrard,	"		

OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board and President,	W. Harry Brown,	Pittsburg, Pa.
Vice President,	Ward M. Cochran,	Uniontown, Pa.
Secretary and Treasurer,	John H. Wurtz,	Dawson, Pa.
General Solicitor and Attorney or General Counsel,	Mark M. Cochran,	Uniontown, Pa.
Auditor,	Jno. W. Gibson,	Dawson, Pa.
General Manager,	Jno. S. Newmyer,	"
Chief Engineer,	E. J. Taylor,	Pittsburg, Pa.
General Superintendent,	Jno. S. Newmyer,	Dawson, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Washington Run Railroad Co., ...	Layton, Pa., ...	Washington Mines, Pa.	4.00
	Layton, Pa., ...	Star Junct. Branch,..	3.00
	Sar. Junc. Branch,....	Washington Mines. .	1.00
Total mileage operated, ...	.....	.....	8.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$198,232 47	Capital stock, ...	$150,000 00
Cost of equipment, ...	18,059 83	Current liabilities, ...	58,513 26
Cash and current assets, ...	6,592 67	Profit and loss, ...	14,382 51
Grand total, ...	$222,895 77	Grand total, ...	$222,895 77

WAYNESBURG AND WASHINGTON RAILROAD COMPANY.

Date of organization: May 18, 1875.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
J. J. Brooks, ...	Pittsburg, Pa.	Jno. P. Green, ...	Philadelphia, Pa.
James McCrea, ...	"	Julius LeMoyne, ...	Washington, Pa.
J. T. Brooks, ...	"	Jonathan Allison, ...	"
John W. Renner, ...	"	R. F. Downey, ...	Waynesburg, Pa.
L. F. Lorer, ...	"	J. C. Garard, ...	"
E. B. Taylor, ...	"	J. S. Forsythe, ...	Washington, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	Joseph Wood,	Pittsburg, Pa.
Vice President,	J. J. Brooks,	"
Secretary,	S. B. Liggett,	"
Treasurer,	T. H. B. McKnight,	"
Auditor,	Jno. W. Renner,	"
Superintendent,	C. E. Bower,	Waynesburg, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Waynesburg and Washington Railroad,	Waynesburg, Pa.,	Washington, Pa.,	22.15

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$149,785 28	Capital stock,	$200,550 00
Cost of equipment,	50,764 72	Current liabilities,	25,803 14
Cash and current assets,	84,232 89	Profit and loss,	58,429 75
Grand total,	$284,782 89	Grand total,	$284,782 89

WEST CHESTER RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: February 18, 1831.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
John P. Green,	Philadelphia, Pa.	William A. Patton,	Philadelphia, Pa.
William H. Barnes,	"	Enoch Lewis,	"
Samuel Rea,	"	George Wood,	"
N. Parker Shortridge,	Wynnewood, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President,	John P. Green,	Philadelphia, Pa.
Secretary,	Frederick W. Schwarz,	"
Treasurer,	J. S. Vanzandt,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
West Chester R. R. Co.	East of Morstein, Pa.	West Chester, Pa.	Penna. R. R. Co.,	Lease,	5.22

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$240,000 00	Capital stock,	$165,000 00
Profit and loss,	1,250 00	Funded debt,	75,000 00
		Accrued interest on funded debt not yet payable,	1,250 00
Grand total,	$241,250 00	Grand total,	$241,250 00

WEST CLARION RAILROAD COMPANY.

Date of organization: July 21, 1897.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
E. B. Thomas,	New York, N. Y.	C. C. Benscoter,	Brookville, Pa.
Jos. Bailey,	Ridgway, Pa.	J. H. Beadle,	Ridgway, Pa.
J. T. Gardiner,	New York, N. Y.		

OFFICERS.

Title.	Name.	Official Address.
President,	Jos. Bailey,	Ridgway, Pa.
Vice President,	E. B. Thomas,	New York, N. Y.
Secretary,	J. A. Middleton,	"
Treasurer,	J. W. Platten,	"
Assistant Secretary,	L. D. Smith,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
West Clarion R. R.	Brockwayville.	West Clarion Mines.	Erie R. R. Co.,		1.99

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$20,000 00	Capital stock,	$20,000 00
Grand total,	$20,000 00	Grand total,	$20,000 00

WESTERN MARYLAND RAILROAD COMPANY.

Date of organization: March 21, 1853.
Under laws of what government or state organized: Maryland and Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
George B. Baker,	Baltimore, Md.	H. Irvine Keyser,	Baltimore, Md.
Thos. R. Clendinen,	"	Thomas J. Shryock,	"
Mendes Cohen,	"	Charles W. Slagle,	"
Robt. C. Davidson,	"	John A. Tompkins,	"
Wm. T. Dixon,	"	Wm. Updegraff,	Washington co., Md.
Frank A. Furst,	"	Davies L. Kenly,	Baltimore, Md.
George R. Gaithur, Jr.,	"		

OFFICERS.

Title.	Name.	Official Address.
President and General Manager, ..	J. M. Hood, ...	Baltimore, Md.
Secretary and Treasurer, ...	J. T. M. Barnes, ...	"
Attorney or General Counsel, ...	Charles Marshall, ...	"
General Auditor, ...	Robert Casson, ...	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Western Maryland Railroad, ...	Baltimore, Hillen st.,	Madison street, ...	.40
	Fulton Junction, ...	Williamsport, Md., ..	90.29
	B. & O. R. R. connec	tion at Hagerstown, .	1.22
	N. & W. Ry. connec	tion at Hagerstown, .	.73
Baltimore and Cumberland Valley R. R.	Edgemont, Md., ...	Penna. State Line, ..	3.03
Baltimore and Cumberland Valley R. R.	Maryland State Line,	Waynesboro, Pa., ...	4.55
Baltimore and Cumberland Valley R. R.	Waynesboro, Pa., ...	Shippensburg, Pa., ..	26.52
Potomac Valley Railroad Co., ...	P. V. Junction, Md.,	Md. & W. Va. State Line.	13.60
Potomac Valley of W. Va., ...	Maryland & W. Va. State Line.	Cherry Run, W. Va.,	.70
Washington and Franklin Railway, ...	North Jc., Hagerstown, Md.	Zumbro Junc., Pa.,..	19.10
Northern Central Railway and Baltimore and Potomac Railroad.	Baltimore, Madison street.	Fulton Junction, ...	2.70
Total mileage operated, ...	.....	.....	162.89

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$4,501,585 17	Capital stock, ...	$1,008,950 00
Cost of equipment, ...	1,352,879 30	Funded debt, ...	4,908,845 65
Stocks owned, ...	1,523,350 00	Current liabilities	483,947 32
Hillen Station property, ...	200,000 00	Stocks owned, ...	1,282,750 00
Western Maryland R. R. Terminal property, ...	178,854 95	Hillen Station property, ...	200,000 00
Western Maryland R. R. Terminal Company, ...	6,786 18	Western Maryland R. R. Terminal property, ...	161,728 30
Other station property, ...	40,600 00	Other liabilities:	
Cash and current assets, ...	298,247 09	The commissioners of finance and mayor, city council of Baltimore, ...	3,877,187 00
Other assets:		Leased lines, ...	451,568 49
Equipment trust payments, ..	125,573 65	Sundries, ...	4,328,755 58
Materials and supplies, ...	117,663 79	Accrued rentals not yet payable,	2,000 00
Sinking fund, ...	473,230 35		
Sundries, ...	29,037 93		
Profit and loss, ...	3,529,168 44		
Grand total, ...	$12,376,976 85	Grand total, ...	$12,376,976 85

WESTERN NEW YORK AND PENNSYLVANIA RAILWAY COMPANY.

Date of organization: March 18, 1895.
Under laws of what government or state organized: New York and Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
S. G. DeCoursey,	Philadelphia, Pa.	J. Rundle Smith,	Philadelphia, Pa.
T. DeWitt Cuyler,	"	George Wood,	"
Pascal P. Pratt,	Buffalo, N. Y.	C. M. Bunting,	"
Geo. E. Bartol,	Philadelphia, Pa.	W. H. Barnes,	"
Chas. W. Henry,	"	E. T. Evans,	Buffalo, N. Y.
Samuel Rea,	Bryn Mawr, Pa.	Frank L. Bartlett,	Olean, N. Y.
John P. Green,	Philadelphia, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President,	W. H. Barnes,	Philadelphia, Pa.
Vice President,	Samuel Rea,	"
Secretary,	John M. Harding,	"
Treasurer,	Robert W. Smith,	"
Assistant Treasurer,	H. P. Conner,	"
General Solicitor,	James A. Logan,	"
Assistant General Solicitor,	George V. Massey,	"
Chief Engineer,	W. H. Brown,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Western New York and Pennsylvania Ry.	Buffalo, N. Y.,	Emporium, Pa.,	Penna. R. R. Co.,	Contract for one year; rental net earnings.	113.42
	Buffalo, N. Y.,	Oil City, Pa.,	Penna. R. R. Co.,	.....	136.28
	Stoneboro, Pa.,	Mahoningtown, Pa.	Penna. R. R. Co.,	.....	37.62
	Olean, N. Y.,	Warren, Pa.,	Penna. R. R. Co.,	.....	60.05
	Irvineton, Pa.,	Oil City, Pa.,	Penna. R. R. Co.,	.....	50.19

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION—Continued.

Name.	Terminals. From—	Terminals. To—	By what Company Operated.	Under what kind of contract operated.	Miles of line.
Branch,	Titusville, Pa.,	Pioneer, Pa.,	Penna. R. R. Co.,		8.90
	Tyroneville, Pa.	Lakeville, Pa.,	Penna. R. R. Co.,		8.49
Union Terminal R. R.	Buffalo, N. Y.,	D., L. & W. crossing.	Penna. R. R. Co.,		2.30
Olean, Bradford & Warren Ry.	Olean Jct., Pa.,	Bradford Jc., Pa.	Penna. R. R. Co.,		2.29
Bradford Railway,	Bradford, Pa.,	Kinzua Jc., Pa.	Penna. R. R. Co.,		2.51
Kinzua Railway,	Kinzua Jc., Pa.	Kinzua, Pa.,	Penna. R. R. Co.,		14.04
McKean & Buffalo Ry.	Larabee, Pa.,	Clermont, Pa.,	Penna. R. R. Co.,		22.81
Genessee Valley Canal R. R.	Hinsdale, N. Y.,	Rochester, N. Y.	Penna. R. R. Co.,		98.54
Genessee Valley Terminal R. R.	Terminal, N. Y.	Lincoln Park, N. Y.	Penna. R. R. Co.,		2.46
Rochester, N. Y. & Penna. R. R.	Nansda Jc., N. Y.	Swains, N. Y.,			12.00
Total mileage,					576.39

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$47,810,329 78	Capital stock,	$20,000,000 00
Cost of equipment,	2,865,010 15	Funded debt,	29,991,000 00
Stocks owned,	132,257 00	Current liabilities,	532,842 44
Bonds owned,	395,003 00	Real estate mortgages,	317,199 12
Union Terminal Railroad Company,	154,137 64	Accrued interest on funded debt not yet payable,	349,750 00
Lands owned,	4,096 18	Profit and loss,	665,153 01
Cash and current assets,	495,110 82		
Grand total,	$51,855,944 57	Grand total,	$51,855,944 57

WESTERN PENNSYLVANIA RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: March 22, 1860.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Enoch Lewis,	Philadelphia, Pa.	Samuel Rea,	Philadelphia, Pa.
C. Stuart Patterson,	"	N. P. Shortridge,	Wynnewood, Pa.
Wm. A. Patton,	"	George Wood,	Philadelphia, Pa.

OFFICERS.

Title.	Name.	Official Address.
President,	John P. Green,	Philadelphia, Pa.
Vice President,	Samuel Rea,	"
Secretary,	Albert Hewson,	"
Treasurer,	Taber Ashton,	"
Chief Engineer,	Wm. H. Brown,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Western Pennsylvania R. R.	Bolivar, Pa.,	Butler, Pa.,	Penna. R. R. Co.,	Lease,	70.67
Branches,					66.84
Total mileage,					137.51

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$6,617,886 19	Capital stock,	$1,775,000 00
Stocks owned,	10,000 00	Funded debt,	4,000,100 00
Construction suspense account,	11,290 14	Current liabilities,	10,657 11
Cash and current assets,	265,738 69	Real estate mortgages,	77,000 00
		Accrued interest on funded debt not yet payable,	13,333 33
		Profit and loss,	1,028,824 55
Grand total,	$6,904,915 02	Grand total,	$6,904,915 02

WEST SIDE BELT RAILROAD COMPANY.

Date of organization: July 25, 1895.
Under laws of what government or state organized: State of Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
John S. Scully,	Pittsburg, Pa.	Frank Armstrong,	Pittsburg, Pa.
J. W. Lee,	"	G. W. Crawford,	"
John S. Scully, Jr.,	"	A. L. Schultz,	"
T. N. Barnsdall,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	John S. Scully,	Pittsburg, Pa.
Vice President and Attorney or General Counsel,	J. W. Lee,	"
Secretary,	J. B. McKown,	"
Treasurer,	John S. Scully, Jr.,	"
Auditor,	A. S. Petrie,	"
Chief Engineer,	James H. McRoberts,	"
General Superintendent,	C. Schoeneman,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
West Side Belt Railroad Company,	Pittsburg, Pa.,	Banksville, Pa.,	3.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$246,630 28	Capital stock,	$1,000,000 00
Cost of equipment,	145,684 15	Funded debt,	401,500 00
Property and franchises (book value),	897,155 21	Current liabilities,	9,837 36
Lands owned,	64,391 32	Accrued interest on funded debt not yet payable,	7,160 00
Cash and current assets,	35,004 65		
Profit and loss,	29,631 75		
Grand total,	$1,418,497 36	Grand total,	$1,418,497 36

WHEELING, PITTSBURG AND BALTIMORE RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: April 5, 1887.
Under laws of what government or state organized: Pennsylvania and West Virginia.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
D. F. Maroney, ...	Pittsburg, Pa.	W. W. Smith, ...	Washington, Pa.
J. S. Humbird, ...	"	C. W. Wolford, ...	Baltimore, Md.
George T. Oliver, ...	"	J. A. Cheyne, ...	Pittsburg, Pa.
John K. Cowen, ...	Baltimore, Md.		

OFFICERS.

Title.	Name.	Official Address.
President, ...	John K. Cowen, ...	Baltimore, Md.
Secretary, ...	C. W. Woolford, ...	"
Treasurer, ...	J. V. McNeal, ...	"
Auditor, ...	Geo. W. Booth, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Wheeling, Pittsburg and Baltimor R. R. Co.	Glenwood, Pa.,	Wheeling, W. Va.	Baltimore and Ohio R. R. Co.	Stock ownership.	60.23
Ohio and Baltimore Short Line Railway, Western Division.	Zediker, Pa.,	Washington, Pa.	Baltimore and Ohio R. R. Co.	.....	4.00
Total mileage,	.....	.....	.....	.....	64.23

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$8,840,688 26	Capital stock,	$5,500,000 00
Profit and loss,	2,981,192 79	Funded debt,	5,500,000 00
		Current liabilities,	821,881 05
Grand total,	$11,821,881 05	Grand total,	$11,821,881 05

WILKES-BARRE AND EASTERN RAILROAD COMPANY.

Date of organization: April 19, 1892.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
J. L. Welsh,	Philadelphia, Pa.	F. N. Hibbits,	Carbondale, Pa.
C. V. Merrick,	Bradford, Pa.	G. M. Cumming,	New York, N. Y.
E. B. Thomas,	New York, N. Y.	James Bailey,	Brockwayville, Pa.
Charles Steele,	"	J. A. Middleton,	New York, N. Y.
W. A. May,	Scranton, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President,	J. Lowber Welsh,	Philadelphia, Pa.
Vice President,	E. B. Thomas,	New York, N. Y.
Secretary,	J. A. Middleton,	"
Treasurer,	J. W. Platten,	"
Comptroller,	J. T. Wann,	"
Superintendent,	George W. Dowe,	Jersey City, N. J.

PROPERTY OPERATED.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.
Wilkes-Barre and Eastern,	Wilkes-Barre, Pa.,	Stroudsburg, Pa.,	65.00
Westminster Br. W. & E. R. R.,	Westminster, N. J.,	End of Everhard Branch, N. J. C. R. R.	.46
Susquehanna Connecting,	S. C. R. R. Jc., W. & E. R. R.	Minooka, Pa.,	7.62
Susquehanna Connecting,	Jermyn Jct., S. C. R. R.	Jermyn No. 1 Breaker	2.18
Susquehanna Connecting,	Priceville, Pa.,	Winton,	4.41
Susquehanna Connecting,	Winton, Pa.,	Rushbrook Breaker,	.80
Susquehanna Connecting,	Spencer, Pa.,	Spencer Breaker,	.90
Susquehanna Connecting,	Murray, Pa.,	Murray Breaker,	.54
Susquehanna Connecting,	Winton, Pa.,	Winton and Dolph Breaker.	2.32
Susquehanna Connecting,	Sibley, Pa.,	Sibley Breaker,	.30
Susquehanna Connecting,	Sibley, Pa.,	Jermyn No. 2 Breaker	1.35
Susquehanna Connecting,	Priceville, Pa.,	Jermyn No. 3 Breaker	.97
Total mileage operated,			86.85

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$6,000,000 00	Capital stock,	$3,000,000 00
N. Y., S. & W. R. R. Co.,	24,010 00	Funded debt,	3,000,000 00
		Accrued interest on funded debt not yet payable,	13,500 00
		Accrued rentals,	5,510 00
Grand total,	$6,024,010 00	Grand total,	$6,024,010 00

WILKES-BARRE AND HARVEY'S LAKE RAILROAD COMPANY.

Operated by Lehigh Valley Railroad Company.
Date of organization: September 24, 1885.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Charles Hartshorne,	Philadelphia, Pa.	David G. Baird,	Philadelphia, Pa.
E. T. Stotesbury,	"	E. A. Albright,	New York, N. Y.
John R. Fanshawe,	"	John Markle,	Yeddo, Pa.
Isaac McQuilkin,	"		

OFFICERS.

Title.	Name.	Official Address.
President,	Alferd Walter,	Philadelphia, Pa.
Secretary and Treasurer,	David G. Baird,	"
Comptroller,	Isaac McQuilkin,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Wilkes-Barre and Harvey's Lake R. R. Co.	Luzerne,	Shawanese Lake.	Lehigh Valley R. R. Co.	Stock ownership.	14.06
Branches and spurs.	Black Diamond.	Back Road,			1.12
Total mileage,					15.18

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$342,992 65	Capital stock,	$150,000 00
		Current liabilities,	192,992 65
Grand total,	$342,992 65	Grand total,	$342,992 65

WILKES-BARRE AND SCRANTON RAILROAD COMPANY.

Operated by Central Railroad Company of New Jersey.
Date of organization: September 8, 1886.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
F. R. Cope,	Philadelphia, Pa.	C. F. Howell,	Philadelphia, Pa.
Edward Lewis,	"	S. Shepherd,	"
E. Hill,	"	C. A. Ross,	"

OFFICERS.

Title.	Name.	Official Address.
President,	L. A. Riley,	Philadelphia, Pa.
Vice President,	C. F. Howell,	"
Secretary,	S. Shepherd,	"
Treasurer,	H. F. Baker,	"
Auditor,	C. F. Howell,	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Wilkes-Barre and Scranton Railway.	Minooka Jct., Pa.	Scranton, Pa.,	Central R. R. Co. of N. J.	Lease,	4.37

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,088,026 40	Capital stock,	$500,000 00
		Funded debt,	500,000 00
		Current liabilities,	88,026 40
Grand total,	$1,088,026 40	Grand total,	$1,088,026 40

WILLIAMSPORT AND NORTH BRANCH RAILROAD COMPANY.

Date of organization: Re-organized September 1, 1882.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
B. Harrey Welch.	Hughesville, Pa.	Henry C. Adams.	New York, N. Y.
S. D. Townsend,	"	Seth T. McCormeck,	Williamsport, Pa.
C. William Woddrop,	"	John Satterfield,	Buffalo, N. Y.
Horace H. Farrier,	Jersey City, N. J.		

OFFICERS.

Title.	Name.	Official Address.
President,	B. Harrey Welch,	Hughesville, Pa.
First Vice President,	Horace H. Farrier,	Jersey City, N. J.
Second Vice President,	C. William Woddrop,	Hughesville, Pa.
Secretary and Treasurer,	Henry C. Adams,	New York, N. Y.
General Auditor,	Chas. E. Mosser,	Hughesville, Pa.
General Manager,	S. D. Townsend,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Williamsport and North Branch R. R.,	Halls, Pa.,	Satterfield, Pa.,	44.40
Birch Creek Branch,	Birch Creek,	Bernice, Pa.,	.60
Eaglesmere Railroad,	Sonestown, Pa.,	Eaglesmere, Pa.,	8.00
Total mileage operated,			53.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$1,716,043 66	Capital stock,	$1,225,362 00
Cost of equipment,	76,765 48	Funded debt,	600,000 00
Stocks owned,	4,950 00	Current liabilities,	33,853 35
Other permanent investments,	13,306 93	Profit and loss,	14,453 06
Lands owned,	39,827 56		
Cash and current assets,	11,050 89		
Other assets:			
Materials and supplies,	8,958 04		
Sundries,	2,770 35		
Grand total,	$1,873,673 41	Grand total,	$1,873,673 41

WILLIAMS VALLEY RAILROAD COMPANY.

Date of organization: September 19, 1891.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Col. John Jameson, ...	Tower City, Pa.	Amos Lebo, ...	Williamstown, Pa.
A. F. Baker, ...	"	Edw. Lebo, ...	Lykens, Pa.
C. M. Kaufman, ...	"	John L. Matter, ...	"
E. F. Philips, ...	"	Isaac Mossop, ...	Wiconisco, Pa.
J. W. Durbin, ...	Williamstown, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President, ...	Col. John Jameson, ...	Tower City, Pa.
Secrteary, ...	C. M. Kaufman, ...	"
Treasurer, ...	E. F. Philips, ...	"
Auditor, ...	C. M. Kaufman, ...	"
General Manager, ...	A. F. Baker, ...	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Williams Valley Railroad, ...	Brookside, Pa., ...	Lykens, ...	12.00

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$187,434 35	Capital stock, ...	$90,000 00
Cost of equipment, ...	14,000 00	Funded debt, ...	87,000 00
Cash and current assets, ...	20,883 64	Current liabilities, ...	16,583 48
		Profit and loss, ...	28,734 51
Grand total, ...	$222,317 99	Grand total, ...	$222,317 99

WILMINGTON AND NORTHERN RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: January 18, 1877.
Under laws of what government or state organized: Delaware and Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
H. A. Duport, ...	Wilmington, Del.	George F. Baer, ...	Reading, Pa.
George Brooke, ...	Birdsboro, Pa.	Theodore Voorhees, ..	Philadelphia, Pa.
A. L. Foster, ...	Montchanin, Del.	C. E. Henderson, ...	"
A. F. Huston, ...	Coatesville, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President, ...	H. A. DuPont, ...	Wilmington, Del.
Secretary, ...	E. B. Shurter, ...	Philadelphia, Pa.
Treasurer, ...	W. A. Church, ...	"
Comptroller, ...	D. Jones, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Wilmington and Northern R. R. Co.	Wilmington, Del.	High's Jct., Pa.	Philadelphia and Reading R. R. Co.	Lease, ...	88.41

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$1,713,344 04	Capital stock, ...	$1,500,000 00
Cost of equipment, ...	350,025 64	Funded debt, ...	804,000 00
Stocks owned, ...	33,050 00	Current liabilities, ...	57,337 32
Cash and current assets, ...	357,340 65	Real estate mortgages, ...	40,000 00
		Profit and loss, ...	57,422 51
Grand total, ...	$2,458,760 33	Grand total, ...	$2,458,760 33

WIND GAP AND DELAWARE RAILROAD COMPANY.

Operated by Central Railroad Company of New Jersey.
Date of organization: November 24, 1880.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
Edward Lewis, ...	Philadelphia, Pa.	S. Shepherd, ...	Philadelphia, Pa.
A. P. McKean, ...	"	E. Hill, ...	"
E. W. Clark, Jr., ...	"	C. F. Howell, ...	"

OFFICERS.

Title.	Name.	Official Address.
President, ...	Lewis A. Riley, ...	Philadelphia, Pa.
Vice President, ...	C. F. Howell, ...	"
Secretary and Treasurer, ...	S. Shepherd, ...	"
Assistant Secretary and Treasurer,	H. F. Baker, ...	"
Auditor, ...	C. F. Howell, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Wind Gap and Delaware Railroad.	Bangor, Pa., ..	Lake Poponoming, Pa.	Central R. R. Co. of N. J.	Lease, ...	9.93

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$181,816 92	Capital stock, par, ...	$100,000 00
Instalment due on stock, ...	50,000 00	Current liabilities, ...	131,816 92
Grand total, ...	$231,816 92	Grand total, ...	$231,816 92

YORK, HANOVER AND FREDERICK RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: March 1, 1897.
Under laws of what government or state organized: Pennsylvania and Maryland.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
M. E. Doll, ...	Frederick, Md.	George P. Smyser, ...	York, Pa.
John P. Green, ...	Philadelphia, Pa.	George C. Wilkins, ...	Baltimore, Md.
N. Parker Shortridge, .	Wynnewood, Pa.	Wm. A. Patton, ...	Philadelphia, Pa.

OFFICERS.

Title.	Name.	Official Address.
President, ...	Samuel Rea, ...	Philadelphia, Pa.
Secretary, ...	Albert Hewson, ...	"
Treasurer, ...	Taber Ashton, ...	"
Chief Engineer, ...	William H. Brown, ...	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		By what Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
York, Hanover and Frederick Railroad.	York, Pa., ...	Frederick, Md.,	Penna. R. R. Co.,	Resolutions of board.	55.65

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$550,000 00	Capital stock, ...	$400,000 00
Cash and current assets, ...	961 84	Funded debt, ...	150,000 00
Profit and loss, ...	44,029 25	Current liabilities, ...	43,991 09
		Accrued interest on funded debt not yet payable, ...	1,000 00
Grand total, ...	$594,991 09	Grand total, ...	$594,991 09

YORK SOUTHERN RAILROAD COMPANY.

Date of organization: November 1, 1894.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
R. B. Sperry,	Baltimore, Md.	G. E. Neff,	York, Pa.
C. H. Jones, Jr.,	"	J. H. Schall,	"
Geo. K. McGaw,	"	G. R. Rogers,	"
H. C. Niles,	York, Pa.		

OFFICERS.

Title.	Name.	Official Address.
President,	C. H. Jones, Jr.,	Baltimore, Md.
Vice President,	H. C. Niles,	York, Pa.
Secretary,	M. H. Houseman,	Baltimore, Md.
Treasurer,	C. C. Frick,	York, Pa.
Auditor and General Supt.,	G. R. Rogers,	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
York Southern,	York, Pa.,	Peach Bottom, Pa.,	42.30

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road,	$999,950 00	Capital stock,	$600,000 00
Cash and current assets,	17,919 61	Funded debt,	399,950 00
Profit and loss,	10,984 88	Real estate mortgage,	28,904 49
Grand total,	$1,028,854 49	Grand total,	$1,028,854 49

YOUGHIOGHENY NORTHERN RAILWAY COMPANY.

Operated by Pittsburg, McKeesport and Youghiogheny Railroad Company.
Date of organization: August 16, 1881.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
O. W. Kennedy, ...	Uniontown, Pa.	W. W. Blackburn, ...	Pittsburg, Pa.
Thomas Morrison, ...	Braddock, Pa.	Philip Keller, ...	Braddock twp., Pa.
D. M. Clemson, ...	Pittsburg, Pa.	W. C. Magee, ...	Pittsburg, Pa.

OFFICERS.

Title.	Name.	Official Address.
President, ...	Thomas Lynch, ...	Greensburg, Pa.
Vice President, ...	W. C. Magee, ...	Pittsburg, Pa.
Secretary, ...	M. M. Bosworth, ...	"
Treasurer, ...	Philip Keller, ...	Braddock twp., Pa.
Attorney or General Counsel, ...	W. F. McCook, ...	Pittsburg, Pa.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Youghiogheny Northern Railway Co., ..	Broad Ford, ...	Summitt, ...	2.06

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$400,000 00	Capital stock, ...	$400,000 00
Cash and current assets, ...	9,148 89	Current liabilities, ...	15 15
Other assets:		Profit and loss, ...	10,133 74
Sundries, ...	1,000 00		
Grand total, ...	$410,148 89	Grand total, ...	$410,148 89

YOUGHIOGHENY AND WICK HAVEN RAILROAD COMPANY.

Date of organization: September 18, 1893.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

Names.	Official Address.	Names.	Official Address.
F. L. Robbins, ...	Pittsburg, Pa.	C. W. Baine, ...	Pittsburg, Pa.
F. M. Osborne, ...	"	A. M. Neeper, ...	"
U. A. Andrews, ...	"	H. J. Laurence, ...	"

OFFICERS.

Title.	Name.	Official Address.
President, ...	F. L. Robbins, ...	Pittsburg, Pa.
Vice President, ...	F. M. Osborne, ...	"
Secretary, ...	C. W. Baine, ...	"
Treasurer, ...	U. A. Andrews, ...	"

PROPERTY OPERATED.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Youghiogheny and Wick Haven R. R., .	.....	.....	2,300 ft.

GENERAL BALANCE SHEET.

Assets.	Total.	Liabilities.	Total.
Cost of road, ...	$18,178 57	Capital stock, ...	$18,000 00
		Profit and loss, ...	178 57
Grand total, ...	$18,178 57	Grand total, ...	$18,178 57

STREET RAILWAY REPORT.

ALLEGHENY TRACTION COMPANY.

Operated by the Consolidation Traction Company.

OFFICERS.

Name.	Official Address.
Fred Gwinner, President,	Allegheny, Pa.
A. M. Neeper, Secretary and Treasurer,	Pittsburg, Pa.

DIRECTORS.

Name.	Official Address.
J. D. Nicholson,	Pittsburg, Pa.
Joshua Rhodes,	"
A. M. Neeper,	"
Fred. Gwinner,	Allegheny, Pa.

Date of Charter, July 23, 1890.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$343,994 24	Capital stock,	$500,000 00
Cost of equipment,	42,220 94	Funded debt, Milvale, Etna and S. Street Railway Company,	750,000 00
Other permanent investments as follows, viz:		Bills payable,	18,500 00
Stock of other companies,	750,000 00	Profit and loss,	346,588 27
Lease Transverse Passenger Railway Company,	189,114 65		
Interest,	1,050 00		
Franchises,	325,000 00		
Current assets as follows, viz:			
Cash on hand,	1,014 25		
Open accounts,	2,694 19		
Grand total,	$1,615,088 27	Grand total,	$1,615,088 27

ALLENTOWN AND KUTZTOWN TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
G. H. Gerber, President,	Allentown, Pa.
Asa R. Beers, Secretary,	Mauch Chunk, Pa.
F. R. Wagner, Treasurer,	Harrisburg, Pa.
I. S. Ruth, General Superintendent,	Reading, Pa.

DIRECTORS.

Name.	Official Address.
H. E. Aluens,	Reading, Pa.
W. D. Molen,	Mohnsville, Pa.
Asa R. Beers,	Mauch Chunk, Pa.
F. R. Wagner,	Harrisburg, Pa.
P. L. Dilner,	"
H. J. Schimck,	"
Sol. K. Hoffman,	"
Samuel C. Boyer,	"
G. H. Gerber,	Allentown, Pa.

Date of Charter: April 25, 1898.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$556,793 32	Capital stock,	$250,000 00
Cost of equipment,	56,642 33	Funded debt,	144,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	1 56	Loans,	158,518 88
Open accounts,	300 00	Accounts payable,	13,982 01
Material and supplies on hand,	1,787 15	Due on construction,	49,023 47
Grand total,	$615,524 36	Grand total,	$615,524 36

ALLENTOWN AND SLATINGTON STREET RAILWAY COMPANY.

Operated by the Lehigh Valley Traction Company.

OFFICERS.

Name.	Official Address.
F. J. Crilly, President,	Allentown, Pa.
Walter J. Saeger, Secretary,	"
John L. Schwortz, Treasurer,	"

DIRECTORS.

Name.	Official Address.
F. J. Crilly,	Allentown, Pa.
Walter J. Saeger,	"
John L. Schwortz,	"
Patrick F. Cannon,	"
F. A. Krutz,	"

Date of charter: December 1, 1898.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$585,000 00	Capital stock,	$240,000 00
Cost of equipment,	80,000 00	Funded debt,	425,000 00
Current assets as follows, viz:		Profit and loss,	627 00
Cash on hand,	627 00		
Grand total,	$665,627 00	Grand total,	$665,627 00

THE ALTOONA AND LOGAN VALLEY ELECTRIC RAILWAY COMPANY.

OFFICERS.

NAME.	Official Address.
Samuel G. DeCoursey, President,	Witherspoon Building, Philadelphia.
C. L. S. Tingley, Secretary and Treasurer,	" "
C. A. Buck, General Manager,	Altoona, Pa.

DIRECTORS.

Name.	Official Address.
John Lloyd,	Altoona, Pa.
Samuel G. DeCoursey,	Philadelphia, Pa.
Henry J. Crowley,	"
M. H. Canon,	Altoona, Pa.
C. L. S. Tingley,	Philadelphia, Pa.

Date of charter: December 12, 1892.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$667,683 81	Capital stock,	$415,250 00
Other permanent investment as follows, viz:		Funded debt,	470,500 00
Stock of other companies,	315,000 00	Current liabilities as follows, viz:	
Reconstruction account,	18 13	Dividends unpaid,	16,614 00
Current assets as follows, viz:		Accounts payable,	5,980 73
Cash on hand,	17,037 11	Accrued taxes,	1,120 07
Bills receivable,	6,601 83	Accrued sinking fund,	6,013 20
Open accounts,	16,544 94	Profit and loss,	120,196 61
Material and supplies on hand,	11,664 19		
Unexpired insurance,	1,224 60		
Grand total,	$1,035,774 61	Grand total,	$1,035,774 61

ASHLAND AND CENTRALIA ELECTRIC RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Thomas M. Righter, President,	Mt. Carmel, Pa.
Israel G. Erb, Secretary and Treasurer,	Lititz, Pa.
G. M. Smith, General Manager,	Mt. Carmel, Pa.

DIRECTORS.

Name.	Official Address.
Vins. Anten,	Mt. Carmel, Pa.
Morris Williams,	Wilkes-Barre, Pa.
H. T. Triarsby,	Junction, Pa.
J. G. Erb,	Lititz, Pa.
C. Smith,	Annville, Pa.
W. A. Man,	Ashland, Pa.

Date of charter: June 12, 1899.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road and equipment,	$123,150 00	Capital stock,	$60,000 00
Other permanent investments as follows, viz:		Funded debt,	60,000 00
		Current liabilities as follows, viz:	
Bonds of this company at their par value,	3,000 00	Loans,	3,150 00
		Overdraft in bank,	84 45
		Profit bond purchases,	475 00
		Profit and loss,	2,440 55
Grand total,	$126,150 00	Grand total,	$126,150 00

BEAVER VALLEY TRACTION COMPANY.

(For nine months.)

OFFICERS.

NAME.	Official Address.
John M. Buchanan, President,	Beaver, Pa.
Sydney L. Wright, Vice President,	514 Walnut street, Philadelphia, Pa.
Wm. P. McConnel, Secretary,	Beaver Falls, Beaver county, Pa.
Walter T. Bilyen, Treasurer,	514 Walnut street, Philadelphia, Pa.
Henry L. Newton, General Superintendent,	Beaver Falls, Pa.

DIRECTORS.

John M. Buchanan,	Beaver, Pa.
Theodore P. Simpson, M. D.,	Beaver Falls, Pa.
Harry W. Reeves,	"
Hartford P. Brown,	Rochester, Pa.
Sydney L. Wright,	514 Walnut street, Philadelphia, Pa.
W. Frederick Snyder,	434 Walnut street, Philadelphia, Pa.
Howard L. Graham,	507 Chestnut street, Philadelphia, Pa.
Wm. Henry Snyder,	400 Chestnut street, Philadelphia, Pa.
Wm. Redwood Wright,	514 Walnut street, Philadelphia, Pa.

Date of charter: June 29, 1891.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Consolidated properties,	$1,750,000 00	Capital stock,	$1,000,000 00
Cost of road,	143,760 00	Funded debt,	750,000 00
Cost of equipment,	35,737 98	Current liabilities as follows, viz:	
Current assets as follows, viz:		Loans,	150,000 00
Cash on hand,	11,198 12	Accounts payable,	4,788 92
Bills receivable,	3,016 85	Sundries,	1,600 00
Sundries, suspense account,	1,152 44	Profit and loss,	38,476 47
Grand total,	$1,944,865 39	Grand total,	$1,944,865 39

BETHLEHEM AND NAZARETH PASSENGER RAILWAY COMPANY.

Operated by the Lehigh Valley Traction Company.

OFFICERS.

Name.	Official Address.
Wilson J. Hartzell, President,	Allentown, Pa.
John E. Kenny, Secretary,	"
Clarence A. Wolle, Treasurer,	Bethlehem, Pa.

DIRECTORS.

Name.	Official Address.
Robert E. Wright,	Allentown, Pa.
Samuel Harris,	"
Wilson J. Hartzell,	"
John E. Kenny,	"
James Thomas,	Catasuqua, Pa.
Truman. M. Dodson,	Bethlehem, Pa.
Clarence A. Woole,	"
Geo. H. Wolle,	"
Jos. J. McKee,	"

Date of charter: February 6, 1899.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$255,114 82	Capital stock,	$150,000 00
Cost of equipment,	44,885 18	Funded debt,	150,000 00
Grand total,	$300,000 00	Grand total,	$300,000 00

BRADFORD ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
F. W. Davis, President,	Bradford, Pa.
Chas. E. Hudson, Secretary, Treasurer and General Manager,	"

DIRECTORS.

Name.	Official Address.
Chas: E. Hudson,	Bradford, Pa.
H. L. Peirer,	Livinston, Mass.
C. C. Melvin,	Bradford, Pa.
W. R. Weaver,	"
L. E. Hamsher,	"
E. A. VanSeoy,	"
W. E. Burdock,	"
Catherine Hudson,	"
Frank A. Gallogher,	"

Date of charter: June 7, 1894.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$215,038 97	Capital stock,	$130,000 00
Cost of equipment,	34,704 86	Funded debt,	130,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	4,296 73	Accounts payable,	1,521 43
Open accounts,	19,840 47	Notes payable,	11,403 84
		Profit and loss,	955 76
Grand total,	$273,881 03	Grand total,	$273,881 03

BRISTOL PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Owen Moon, President,	Trenton, N. J.
J. Ridgway Fell, Secretary,	Philadelphia, Pa.
E. E. Hall, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
M. VanHarlinger,	Philadelphia, Pa.
Thomas Craig,	"
James E. Ingram, Jr.,	Baltimore, Md.
Owen Moon,	Trenton, N. J.
J. Ridgway Fell, Secretary and Treasurer,	Philadelphia, Pa.

Date of charter, December 8, 1897.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$49,900 00	Capital stock,	$50,000 00
Cost of equipment,	100 00		
Grand total,	$50,000 00	Grand total,	$50,000 00

BUTLER PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
A. L. Reiber, President,	Butler, Pa.
A. E. Reiber, Secretary,	"
J. B. McJunkin, Treasurer,	"
W. H. Pape, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
A. L. Reiber,	Butler, Pa.
J. V. Ritts,	"
Charles Duffey,	"
A. E. Reiber,	"
Jas. B. McJunkin,	"
John Berg,	"

Date of charter: June 22, 1899.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$73,992 57	Capital stock,	$50,000 00
Cost of equipment,	17,218 63	Current liabilities as follows, viz:	
		Loans,	26,000 00
		Accounts payable,	10,392 96
		Sundries,	2,441 15
		Profit,	2,377 09
Grand total,	$91,211 20	Grand total,	$91,211 20

CARBON COUNTY ELECTRIC RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
I. A. Sweigard, President,	709 Betz Building, Philadelphia, Pa.
John H. Pascoe, Vice President,	Allentown, Pa.
T. F. Durham, Secretary,	709 Betz Building, Philadelphia, Pa.
Wm. H. Bartlett, Treasurer,	" "
J. A. Bonnell, General Superintendent,	Mauch Chunk, Pa.

DIRECTORS.

Name.	Official Address.
I. A. Sweigard,	709 Betz Building, Philadelphia, Pa.
Wm. H. Bartlett,	" "
T. F. Durham,	" "
T. A. Snyder,	Lehighton, Pa.
John H. Pascoe,	Allentown, Pa.
Hugh E. Crilly,	"
A. W. Thompson,	Lehigh Gap, Pa.

Date of charter: February 4, 1892.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$70,893 39	Capital stock,	$60,000 00
Cost of equipment,	36,580 66	Funded debt,	53,000 00
Profit and loss,	14,795 96	Current liabilities as follows, viz:	
		Sundries,	10,275 01
Grand total,	$122,275 01	Grand total,	$122,275 01

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CARBONDALE RAILWAY COMPANY.

Operated by the Scranton Railway Company.

OFFICERS.

Name.	Official Address.
Clarence M. Clark, President,	Bullitt Building, Philadelphia, Pa.
Frank Silliman, Vice President,	Scranton, Pa.
R. A. Jadwin, Secretary and Treasurer,	Carbondale, Pa.

DIRECTORS.

Name.	Official Address.
Clarence M. Clark,	Philadelphia, Pa.
C. Ford Stevens,	"
S. W. Colton, Jr.,	"
Henry A. McCarthy,	"
Frank Silliman, Jr.,	Scranton, Pa.
E. E. Hendrick,	Carbondale, Pa.
R. A. Jadwin,	"

Date of charter: March, 1900.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$898,059 25	Capital stock,	$450,000 00
Current assets as follows, viz:		Funded debt,	450,000 00
Due from lessee company,	1,940 75		
Grand total,	$900,000 00	Grand total,	$900,000 00

CARLISLE AND MOUNT HOLLY RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
B. F. Myers, President,	Harrisburg, Pa.
James H. Wordon, Secretary and Treasurer,	"
C. Faller, General Superintendent,	Carlisle, Pa.

DIRECTORS.

Name.	Official Address.
B. F. Meyers,	Harrisburg, Pa.
H. M. F. Wordon,	"
Charles S. Stucker,	"
James H. Wordon,	"
George R. Alleman,	Steelton, Pa.

Date of charter: July 24, 1900.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$182,200 00	Capital stock,	$100,000 00
Cost of equipment,	17,800 00	Funded debt,	100,000 00
Current assets as follows, viz:		Profit and loss,	1,997 62
Cash on hand,	1,997 62		
Grand total,	$201,997 62	Grand total,	$201,997 62

CATHERINE AND BAINBRIDGE STREETS PASSENGER (OF THE CITY OF PHILADELPHIA), RAILWAY COMPANY.

Operated by the Union Traction Company, of Philadelphia.

OFFICERS.

Name.	Official Address.
Geo. D. Widener, President,	1006 Land Title Building, Philadelphia, Pa.
Jno. B. Peddle, Treasurer,	" "

DIRECTORS.

Name.	Official Address.
Thomas Dolan,	Philadelphia, Pa.
J. J. Sullivan,	"
Geo. D. Widener,	"
Geo. W. Elkins,	"
Jno. B. Parsons	"

Date of charter: May 14, 1889.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$724,586 64	Capital stock,	$400,000 00
Cost of equipment,	57,763 60	Funded debt,	150,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	2,471 08	Due lessee company for "additions and betterments,"	234,698 25
		Profit and loss,	123 07
Grand total,	$784,821 32	Grand total,	$784,821 32

CENTRAL TRACTION RAILWAY COMPANY.

Operated by the Consolidated Traction Company.

OFFICERS.

Name.	Official Address.
Geo. W. Elkins, President,	Pittsburg, Pa.
F. H. Steel, Secretary,	"
Wm. L. Elkins, Treasurer,	"

DIRECTORS.

Name.	Official Address.
Joshua Rhoads,	Pittsburg, Pa.
W. Kesley Scheoff,	"
T. H. Given,	"
B. F. Jones,	"
John A. Bell,	"
Geo. W. Elkins,	"

Date of charter: December 31, 1888.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$1,420,021 92	Capital stock,	$1,500,000 00
Other permanent investments as follows, viz:		Funded debt,	375,000 00
Stock of other companies,	125,000 00	Current liabilities as follows, viz:	
Current assets as follows, viz:		Dividends unpaid,	330 00
Cash on hand,	5,330 00	Accounts payable, taxes, etc.,	5,255 66
Profit and loss,	330,233 74		
Grand total,	$1,880,585 66	Grand total,	$1,880,585 66

CENTENNIAL PASSENGER RAILWAY COMPANY.

Operated by the Union Traction Company.

OFFICERS.

Name.	Official Address.
John B. Parsons, President,	Eighth and Dauphin Sts., Philadelphia, Pa.
Chas. O. Kruger, Secretary,	" "

DIRECTORS.

Name.	Official Address.
John B. Parsons,	Eighth and Dauphin Sts., Philadelphia, Pa.
Geo. W. Elkins,	Land Title Building, Philadelphia, Pa.
Geo. D. Widener,	" "
Wm. H. Shelmerdine,	423 Chestnut St., Philadelphia, Pa.
J. J. Sullivan,	629 Market St., Philadelphia, Pa.

Date of charter: May 20, 1889.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$12,609 84	Capital stock,	$15,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	13,557 95	Due for construction,	12,566 46
Profit and loss,	1,308 67		
Grand total,	$27,566 46	Grand total,	$27,566 46

CHARLEROI AND WEST SIDE STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address
W. L. Mellon, President,	Pittsburg, Pa.
C. F. Thompson, Vice President,	"
F. M. Ross, Secretary and Treasurer,	"
Weaver H. Rogers, Assistant Secretary,	"

DIRECTORS.

Name.	Official Address.
W. L. Mellon,	Pittsburg, Pa.
C. F. Thompson,	"
W. I. Berryman,	Washington, Pa.
John C. McKean,	Pittsburg, Pa.
Wm. R. McKean,	"
F. M. Ross,	"

Date of charter: February 6, 1899.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$279,016 47	Capital stock,	$150,000 00
Cost of equipment,	20,397 99	Funded debt,	135,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	21,225 89	Interest on funded debt due and accrued,	1,850 00
Open accounts,	438 63	Due lessee company for "additions and betterments:"	
Sundries,	26 27	Accounts payable,	805 72
		Sundries,	717 56
		Profit and loss,	32,731 96
Grand total,	$321,105 24	Grand total,	$321,105 24

CHELTON AVENUE PASSENGER RAILWAY COMPANY.

Operated by the Union Traction Company.

OFFICERS.

Name.	Official Address.
John B. Parsons, President,	8th and Dauphin Sts.
Chas. O. Kruger, Secretary,	"

DIRECTORS.

Name.	Official Address.
John B. Parsons,	Philadelphia, Pa.
Geo. W. Elkins,	"
Wm. H. Shelmerdine,	"
J. J. Sullivan,	"
Geo. D. Widener,	"

Date of charter: May 20, 1889.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$108,490 94	Capital stock,	$39,000 00
Cost of equipment,	22,968 21	Current liabilities as follows, viz:	
Current assets as follows, viz:		Accounts payable,	139,321 88
Cash on hand,	35,100 00		
Profit and loss,	10,762 73		
Grand total,	$178,321 88	Grand total,	$178,321 88

CHESTER, DARBY AND PHILADELPHIA RAILWAY COMPANY.

Operated by the Chester Traction Company

OFFICERS.

Name.	Official Address.
John A. Rigg, President,	Reading, Pa.
Wm. S. Bell, Secretary and Treasurer,	Philadelphia, Pa.
A. G. Jack, Superintendent,	Chester, Pa.

DIRECTORS.

Name.	Official Address.
John A. Rigg,	Reading, Pa.
H. C. Moore,	Trenton, N. J.
E. J. Moore,	Philadelphia, Pa.
Richard Wetherill,	Chester, Pa.
J. Frank Black,	"

Date of charter: June 20, 1892.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$225,000 00	Capital stock,	$100,000 00
Current assets as follows, viz:		Funded debt,	125,000 00
Cash on hand,	653 97	Profit and loss,	653 97
Grand total,	$225,653 97	Grand total,	$225,653 97

CHESTER AND DELAWARE STREET RAILWAY COMPANY.

Operated by the Chester Traction Company.

OFFICERS.

Name.	Official Address.
John A. Rigg, President,	Reading, Pa.
Wm. S. Bell, Secretary and Treasurer,	Philadelphia, Pa.
Arthur G. Jack, Superintendent,	Chester, Pa.

DIRECTORS.

Name.	Official Address.
John A. Rigg,	Reading, Pa.
H. C. Moore,	Trenton, N. J.
E. J. Moore,	Philadelphia, Pa.
R. N. Carson,	"
Wm. S. Bell,	"

Date of charter: April 29, 1898.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$50,000 00	Capital stock,	$50,000 00
Grand total,	$50,000 00	Grand total,	$50,000 00

CHESTER AND MEDIA ELECTRIC RAILWAY COMPANY.

Operated by the Chester Traction Company.

OFFICERS.

Name.	Official Address.
Richard Wetherill, President,	Chester, Pa.
William B. Harvey, Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
Richard Wetherill,	Chester, Pa.
J. Frank Black,	"
George B. Lindsey,	"
John A. Rigg,	Philadelphia, Pa.
Henry C. Moore,	"

Date of charter: April 18, 1892.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road and equipment,	$200,000 00	Capital stock,	$100,000 00
Current assets as follows, viz:		Funded debt,	100,000 00
Cash on hand,	687 15	Profit and loss,	687 15
Grand total,	$200,687 15	Grand total,	$200,687 15

CHESTER STREET RAILWAY COMPANY.

Operated by the Chester Traction Company.

OFFICERS.

Name.	Official Address.
J. Frank Black, President,	Chester, Pa.
William B. Harvey, Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
J. Frank Black,	Chester, Pa.
Robert Wetherill,	"
Richard Wetherill,	"
William S. Blakeley,	"
William B. Broomall,	"
George B. Lindsay,	"
George C. Hetzel,	"

Date of charter: July 13th, 1862.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road and equipment,	$150,000 00	Capital stock,	$150,000 00
Current assets as follows, viz:		Profit and loss,	688 36
Cash on hand,	688 36		
Grand total,	$150,688 36	Grand total,	$150,688 36

CHESTER TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
John A. Rigg, President,	Reading, Pa.
Henry C. Moore, Vice President,	Trenton, N. J.
Wm. S. Bell, Secretary and Treasurer,	Philadelphia, Pa.
Arthur G. Jack, General Superintendent,	Chester, Pa.

DIRECTORS.

Name.	Official Address.
John A. Rigg,	Reading, Pa.
Henry C. Moore,	Trenton, N. J.
E. J. Moore,	Philadelphia, Pa.
R. N. Carson,	"
R. N. Buckley,	"

Date of charter: April 23, 1894.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$846,656 53	Capital stock,	$500,000 00
Cost of equipment,	106,226 32	Funded debt,	250,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Stock of other companies,	200,103 00	Accounts payable,	334,783 86
Current assets as follows, viz:		Overdraft,	4,039 99
Material and supplies on hand,	11,846 65	Profit and loss,	86,008 88
Sundries,	9,995 23		
Grand total,	$1,174,832 73	Grand total,	$1,174,832 73

CITIZENS' CLEARFIELD AND CAMBRIA STREET RAILWAY COMPANY.

Operated by the Union Traction Company.

OFFICERS.

Name.	Official Address.
John B. Parsons, President,	Philadelphia, Pa.
Chas. O. Kruger, Secretary,	"

DIRECTORS.

Name.	Official Address.
John B. Parsons,	Philadelphia, Pa.
George W. Elkins,	"
Geo. D. Widener,	"
Alford Smith,	"
Wm. H. Shelmerdine,	"
J. J. Sullivan,	"

Date of charter: May 10, 1894.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$30,003 00	Capital stock,	$6,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	5,400 00	Due lessee company for "additions and betterments,"	29,403 00
Grand total,	$35,403 00	Grand total,	$35,403 00

CITIZENS' EAST END STREET RAILWAY COMPANY.

Operated by the Union Traction Company.

OFFICERS.

Name.	Official Address.
John B. Parsons, President,	8th and Dauphin Sts.
Chas. O. Kruger, Secretary,	"

DIRECTORS.

Name.	Official Address.
John B. Parsons,	Philadelphia, Pa.
Geo. W. Elkins,	"
Wm. H. Shelmerdine,	"
J. J. Sullivan,	"
Alfred Smith,	"
Thomas Dolan,	"
Geo. D. Widener,	"

Date of charter: May 10, 1894.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$55,007 50	Capital stock,	$15,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	13,500 00	Due lessee company for "additions and betterments,"	53,507 50
Grand total,	$68,507 50	Grand total,	$68,507 50

CITIZENS' PASSENGER RAILWAY COMPANY.

Operated by the Union Traction Company.

OFFICERS.

Name.	Official Address.
Charles E. Ellis, President,	1430 N. Broad street.
William F. Kling, Secretary and Treasurer,	813 Chestnut street.

DIRECTORS.

Name.	Official Address.
Richard M. Hartley,	Land Title and Trust Co., Broad & Chestnut.
Frank H. Ellis,	Stratford Hotel, Philadelphia, Pa.
John H. Sloan,	Franklin Building, 12th and Sanson streets.
John McCarthey,	223 S. 43d St., Philadelphia, Pa.
Israel P. Strittmatter,	999 N. 6th St., Philadelphia, Pa.

Date of charter: March 25, 1858.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$393,496 00	Capital stock,	$500,000 00
Cost of equipment,	106,504 00		
Grand total,	$500,000 00	Grand total,	$500,000 00

CITIZENS' PASSENGER RAILWAY COMPANY.

Operated by the Schuylkill Valley Traction Company.

OFFICERS.

Name.	Official Address.
John A. Rigg, President,	No. 12 South Fifth street, Reading, Pa.
M. C. Aulenbach, Secretary and Treasurer,	" "

DIRECTORS.

Name.	Official Address.
John A. Rigg,	Reading, Pa.
Henry C. Moore,	"
N. H. Larzelere,	"
H. C. Jones,	"

Date of charter: April 18, 1887.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$162,729 69	Capital stock,	$79,520 00
Current assets as follows, viz:		Funded debt,	80,000 00
Cash on hand,	7 14	Profit and loss,	4,069 20
Open accounts,	852 87		
Grand total,	$163,589 20	Grand total,	$163,589 20

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CITIZENS' TRACTION COMPANY.

OFFICERS.

Name	Official Address.
D. J. Geary, President,	Oil City, Pa.
Wm. Hasson, Vice President,	"
F. W. Bowen, Secretary,	"
James Hasson, Treasurer,	"
Jno. R. Fobes, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
D. J. Geary,	Oil City, Pa.
Wm. Hasson,	"
P. C. Boyle,	"
H. T. Beers,	"
Eugene Siebel,	Philadelphia, Pa.
Amos Steffee,	New York, N. Y.
D. T. Borland,	Siverly, Pa.

Date of charter: November 20, 1899.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$120,257 76	Capital stock,	$150,000 00
Cost of equipment,	52,397 20	Current liabilities as follows, viz:	
Current assets as follows, viz:		Loans,	1,768 94
Open accounts,	530 45	Accounts payable,	27,510 49
Material and supplies on hand,	365 50		
Profit and loss,	5,728 52		
Grand total,	$179,279 43	Grand total,	$179,279 43

CITIZENS' TRACTION COMPANY.

Operated by the Consolidated Traction Company.

OFFICERS.

Name.	Official Address.
John G. Holmes, President,	Pittsburg, Pa.
John G. Bright, Secretary,	"
Nath'l Holmes, Treasurer,	"

DIRECTORS.

Name.	Official Address.
John G. Holmes,	Pittsburg, Pa.
James Verner,	"
James J. Donnell,	"
H. S. A. Stewart,	"
John B. Jackson,	"
Melchoir S. Beltzhoover,	"

Date of charter: July 6, 1887.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$2,524,088 59	Capital stock,	$3,000,000 00
Cost of equipment,	193,576 61	Funded debt,	1,545,500 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Stock and bonds of other companies,	2,143,164 93	Accounts payable,	1 00
Current assets as follows, viz:		Treasurer,	2,197 92
Open accounts,	1,039 29	Profit and loss,	340,140 37
Material and supplies on hand,	25,959 34		
Grand total,	$4,887,839 29	Grand total,	$4,887,839 29

CITY PASSENGER RAILWAY COMPANY OF ALTOONA.

OFFICERS.

Name.	Official Address.
Samuel De Coursey, President,	Witherspoon Building, Philadelphia, Pa.
C. L. S. Tingley, Secretary and Treasurer,	" "
C. A. Buck, General Manager,	Altoona, Pa.

DIRECTORS.

Name.	Official Address.
Samuel G. DeCoursey,	Philadelphia, Pa.
John Lloyd,	Altoona, Pa.
W. V. Hughes,	"
H. J. Crowley,	Philadelphia, Pa.
C. L. S. Tingley,	"

Date of charter: March 10, 1882.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$250,000 00	Capital stock,	$200,000 00
Current assets as follows, viz:		Funded debt,	50,000 00
Cash on hand,	34,100 04	Current liabilities as follows, viz:	
Open accounts,	350 00	Interest on funded debt due and accrued,	1,250 00
Sundries,	18 14	Dividends unpaid,	10,000 00
Unexpired insurance,	249 41	Accounts payable,	3,950 28
Taxes paid but not accrued,	120 00	Sundries,	472 50
		Outstanding tickets,	665 72
		Profit and loss,	18,499 09
Grand total,	$284,837 59	Grand total,	$284,837 59

STATION AT EASTON, PA.

Lehigh Valley Railroad Company.

COAL CASTLE ELECTRIC RAILWAY COMPANY.

Operated by the Pottsville Union Traction Company.

OFFICERS.

Name.	Official Address.
Clarence P. King, President,	Philadelphia, Pa.
William C. Pollock, Jr., Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
William F. North,	Philadelphia, Pa.
William C. Pollock, Jr.,	"
John W. Pittock,	"
Marshall S. Collingwood,	"
Sheldon P. Ritter,	"

Date of charter, March 10, 1899.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$45,000 00	Capital stock,	$15,000 00
		Funded debt,	30,000 00
Grand total,	$45,000 00	Grand total,	$45,000 00

COLLEGEVILLE ELECTRIC STREET RAILWAY COMPANY.

Operated by the Schuylkill Valley Traction Company.

OFFICERS.

Name.	Official Address.
N. H. Larzelere, President,	Norristown, Pa.
M. C. Aulenbach, Secretary and Treasurer,	Reading, Pa.

DIRECTORS.

Name.	Official Address.
N. H. Larzelere,	Norristown, Pa.
A. G. Davids,	"
J. C. Lands,	"
H. C. Jones,	"

Date of charter: July 30, 1897.[1]

GENERAL BALANCE SHEET.

Assets.	Amount	Liabilities.	Amount.
Cost of road,	$12,071 73	Capital stock,	$2,500 00
		Current liabilities as follows, viz: Due lessee company for "additions and betterments,"	9,571 73
Grand total,	$12,071 73	Grand total,	$12,071 73

CONESTOGA TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
William B. Given, President,	Columbia, Pa.
Oscar M. Hoffman, Secretary and Treasurer,	"
Frank S. Given, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
Samuel R. Shipley,	Philadelphia, Pa.
William B. Given,	Columbia, Pa.
Harry W. Daron,	"
Frank S. Given,	"
Oscar M. Hoffman,	"

Date of charter: December 12, 1899.

GENERAL BALANCE SHEET.

Assets.	Amount	Liabilities.	Amount.
Cost of road.	$3,417,108 23	Capital stock,	$4,000,000 00
Cost of equipment,	910,877 25	Funded debt,	1,800,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Stock of other companies,	698,400 00	Interest on funded debt due and accrued,	6,906 40
Franchises,	826,000 00	Loans,	31,646 35
Current assets as follows, viz:		Accounts payable,	11,754 97
Open accounts,	2,753 36	Rentals accrued,	14,001 49
Material and supplies,	5,935 85	Taxes accrued,	1,046 97
Profit and loss,	17,281 44	Mortgages, Conestoga Park,	10,000 00
		Mortgages, Columbia real estate,	3,000 00
Grand total,	$5,878,356 18	Grand total,	$5,878,356 18

CONNELSVILLE SUBURBAN STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Joseph Soisson, President,	Connellsville, Pa.
George J. Humbert, Vice President,	"
Robert W. Soisson, Secretary and Treasurer,	"
Chas. L. Mentzer, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
Joseph Soisson,	Connellsville, Pa.
Geo. J. Humbert,	"
Joseph D. Madigan,	"
W. F. Soisson,	"
H. L. Kurtz,	"
A. C. Sherrard,	Vanderbile, Pa.
Geo. T. Griffin,	Connellsville, Pa.

Date of charter: September 15, 1896.

GENERAL BALANCE SHEET.

Assets.	Amount	Liabilities.	Amount.
Cost of road,	$22,467 42	Capital stock,	$25,000 00
Cost of equipment,	7,226 70	Current liabilities as follows, viz:	
Current assets as follows, viz:		Dividends unpaid,	1,250 00
Cash on hand,	738 36	Loans, bills payable discounted in bank,	6,000 00
Open accounts,	5,939 07	Profit and loss,	4,754 54
Material and supplies on hand,	632 99		
Grand total,	$37,004 54	Grand total,	$37,004 54

CONSHOHOCKEN RAILWAY COMPANY.

Operated by the Schuylkill Valley Traction Company.

OFFICERS.

Name.	Official Address.
John A. Rigg, President,	Reading, Pa.
M. C. Aulenbach, Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
John A. Rigg,	Reading, Pa.
Henry C. Moore,	"
N. H. Larzelere,	"
H. C. Jones,	"

Date of charter: February 1, 1893.

GENERAL BALANCE SHEET.

Assets.	Amount	Liabilities.	Amount.
Cost of road,	$252,082 94	Capital stock,	$145,900 00
Current assets as follows, viz:		Funded debt,	100,000 00
Open accounts,	8 22	Current liabilities as follows, viz:	
		Loans,	4,141 93
		Profit and loss,	2,049 23
Grand total,	$252,091 16	Grand total,	$252,091 16

CONSOLIDATED TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
Joshua Rhodes, President,	Times Building, Pittsburg, Pa.
W. Kesley Schoepf, Vice President,	" "
F. H. Steele, Secretary,	" "
W. L. Elkins, Treasurer,	" "
Chas. Fitzgerald, General Superintendent,	" "

DIRECTORS.

Name.	Official Address.
Joshua Rhodes,	Times Building, Pittsburg, Pa.
W. Kesley Scheopf,	" "
T. H. Given,	Farmer's Dep. Na. Bank, Pittsburg, Pa.
B. F. Jones,	" "
John A. Bell,	Freehold Bank, Pittsburg, Pa.
M. K. McMullin,	Fourth Avenue and Wood St., Pittsburg Pa.

Date of charter: July 22, 1895.

GENERAL BALANCE SHEET.

Assets.	Amount	Liabilities.	Amount.
Cost of road,	$5,765,118 89	Capital stock,	$27,000,000 00
Other permanent investments as follows, viz:		Funded debt,	48,000 00
Stock of other companies,	22,182,765 00	Current liabilities as follows, viz:	
Current assets as follows, viz:		Interest on funded debt due and accrued,	92,112 50
Cash on hand,	128,925 27	Accounts payable,	88,360 99
Open accounts,	171,842 45	Taxes,	270,473 65
Material and supplies on hand,	74,823 42	Rentals of leased lines,,	122,650 00
Insurance unexpired premium,	9,256 46	Fort Pitt Traction Company,	399,333 45
Taxes and expenses prepaid,	14,729 22	Profit and loss,	359,130 12
Capital stock in treasury,	82,600 00		
Grand total,	$28,380,060 71	Grand total,	$28,380,060 71

CONTINENTAL PASSENGER RAILWAY COMPANY.

Operated by the Union Traction Company of Philadelphia.

OFFICERS.

Name.	Official Address.
Wm. L. Elkins, President,	Philadelphia, Pa.
Jno. B. Peddle, Treasurer,	"

DIRECTORS.

Name.	Official Address.
P. A. Widener,	Philadelphia, Pa.
Clay Kemble,	"
Geo. W. Elkins,	"
Wm. J. Elliott,	"
Geo. D. Widener,	"

Date of charter: September 3, 1873.

GENERAL BALANCE SHEET.

Assets.	Amount	Liabilities.	Amount.
Cost of road,	$866,042 62	Capital stock,	$580,000 00
Cost of equipment,	103,644 89	Funded debt,	280,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Stock of other companies,	600,000 00	Due lessee company for "additions and betterments,"	672,260 88
Cash on hand,	127 43	Profit and loss,	37,554 06
Grand total,	$1,569,814 94	Grand total,	$1,569,814 94

COPLAY, EGYPT AND IRONTON STREET RAILWAY COMPANY.

Operated by the Lehigh Valley Traction Company.

OFFICERS.

Name.	Official Address.
H. J. Horn, President,	Coplay, Pa.
Walter J. Saeger, Secretary,	Allentown, Pa.
John W. Eckert, Treasurer,	"

DIRECTORS.

Name.	Official Address.
H. J. Horn,	Coplay, Pa.
Walter J. Saeger,	Allentown, Pa.
John W. Eckert,	"
R. W. Lester,	Philadelphia, Pa.
E. G. Stemmetz,	Hokendauqua, Pa.

Date of charter, May 13, 1898.

GENERAL BALANCE SHEET.

Assets.	Amount	Liabilities.	Amount.
Cost of road,	$210,000 00	Capital stock,	$60,000 00
		Funded debt,	150,000 00
Grand total,	$210,000 00	Grand total,	$210,000 00

CUMBERLAND VALLEY TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
G. W. Linebaugh, President,	Steelton, Pa.
F. H. Alleman, Secretary,	"
Wm. L. Gorgas, Treasurer,	Harrisburg, Pa.
James O'Hara, General Superintendent,	Carlisle, Pa.

DIRECTORS.

Name.	Official Address.
G. W. Cumbler,	Steelton, Pa.
F. H. Alleman,	"
S. P. Dunkle,	Harrisburg, Pa.
B. F. Meyers,	"
W. L. Gorgas,	"
C. D. Stucker,	"
S. S. Hertzler,	Eberleys Mills, Pa.
W. H. Linebaugh,	New Cumberland, Pa.
J. J. Baughman,	"

Date of charter: December 18, 1893.

GENERAL BALANCE SHEET.

Assets.	Amount	Liabilities.	Amount.
Cost of road,	$693,709 35	Capital stock,	$446,400 00
Cost of equipment,	52,690 65	Funded debt,	270,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	32 68	Loans,	30,000 00
		Profit and loss,	32 58
Grand total,	$746,432 58	Grand total,	$746,432 58

DELAWARE COUNTY AND PHILADELPHIA ELECTRIC RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
John A. Rigg, President,	12 S. Fifth Street, Reading, Pa.
Henry C. Moore, Vice President,	" "
M. C. Aulenbach, Secretary and Treasurer,	" "
Samuel Haigh, General Superintendent,	Clifton Heights.

DIRECTORS.

Name.	Official Address.
Robert N. Carson,	12 S. Fifth Street, Reading, Pa.
Jos. P. Gibbon,	" "
E. J. Moore,	" "
Henry C. Moore,	" "
J. W. Phillips,	" "
John A. Rigg,	" "
W. H. Sayer,	" "

Date of charter: May 11, 1892.

GENERAL BALANCE SHEET.

Assets.	Amount	Liabilities.	Amount.
Cost of road,	$285,656 93	Capital stock,	$300,000 00
Cost of equipment,	90,627 96	Funded debt,	64,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	9,106 49	Loans,	7,000 00
Due by agents,	100 00	Accounts payable,	623 87
Open accounts,	1,317 64	Sundries,	5,909 16
Material and supplies on hand,	2,537 24	Profit and loss,	18,041 84
Sundries,	6,228 61		
Grand total,	$395,574 87	Grand total,	$395,574 87

DOYLESTOWN AND WILLOW GROVE RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Geo. D. Widiner, President,	Philadelphia, Pa.
C. P. Weaver, Vice President,	"
Alex. Rennick, Secretary and Treasurer,	"
S. G. Moore, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
Wm. H. Shelmudine,	Philadelphia, Pa.
Geo. D. Widiner,	"
C. P. Weaver,	"
Alex. Rennick,	"
F. G. Becker,	"

Date of charter, May 15, 1900.

GENERAL BALANCE SHEET.

Assets.	Amount	Liabilities.	Amount.
Cost of road,	$971,010 39	Capital stock,	$500,000 00
Cost of equipment,	1,818 52	Funded debt,	500,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	21,038 21	Accounts payable,	476 69
Due by agents,	25 00	Profit and loss,	279 36
Open acccounts,	5,363 19		
Material and supplies on hand,	1,206 64		
Sundries,	294 10		
Grand total,	$1,000,756 05	Grand total,	1,000,756 05

DU BOIS TRACTION RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
J. E. DuBois, President,	DuBois, Pa.
M. I. McCreight, Secretary and Treasurer,	"
F. W. Hetfield, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
J. E. Du Bois,	DuBois, Pa.
L. M. Truxal,	"
F. W. Heatfield,	"
M. I. McCreight,	"
W. C. Pentz,	"
Wm. Osborn,	"
J. H. McEwen,	110 W. 114 St., New York, N. Y.

Date of charter: April 14, 1890.

GENERAL BALANCE SHEET.

Assets.	Amount	Liabilities.	Amount.
Cost of road,	$27,741 34	Capital stock,	$17,500 00
Cost of equipment,	10,671 72	Funded debt,	16,800 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	1,291 57	Accounts payable,	3,068 60
Material and supplies on hand,	82 86	Profit and loss,	2,418 89
Grand total,	$39,787 49	Grand total,	$39,787 49

DUQUESNE TRACTION RAILWAY COMPANY.

Operated by the Consolidated Traction Company.

OFFICERS.

Name.	Official Address.
George W. Elkins, President,	Pittsburg, Pa.
F. H. Steele, Secretary,	"

DIRECTORS.

Name.	Official Address.
George W. Elkins,	Pittsburg, Pa.
Joshua Rhodes,	"
F. H. Given,	"
B. F. Jones,	"
W. Kesley Scheoff,	"

Date of charter: January 25, 1890.

GENERAL BALANCE SHEET.

Assets.	Amount	Liabilities.	Amount.
Cost of road,	$3,963,721 83	Capital stock,	$3,000,000 00
Cost of equipment,	540,717 40	Funded debt,	1,500,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Open accocunts,	765 00	Accounts payable,	927 37
		Overdraft,	1,476 34
		Profit and loss,	3,800 02
Grand total,	$4,505,204 23	Grand total,	$4,505,204 23

25—8—1901

EAST END PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Jos. W. Cochran, President,	Williamsport, Pa.
J. H. Boyer, Treasurer,	"
E. H. Davis, General Manager,	"

DIRECTORS.

Name.	Official Address.
J. H. Boyer,	Williamsport, Pa.
Ernest H. Davis,	"
Jno. W. Cochran,	"
J. R. T. Davis,	Philadelphia, Pa.

Date of charter: June 11, 1892.

GENERAL BALANCE SHEET.

Assets.	Amount	Liabilities.	Amount.
Cost of road,	$26,015 60	Capital stock,	$18,000 00
Cost of equipment,	6,616 03	Funded debt,	18,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	229 84	Interest on funded debt due and accrued,	84 00
Profit and loss,	16,710 26	Accounts payable,	13,394 71
		Taxes due and accrued,	93 02
Grand total,	$49,571 73	Grand total,	$49,571 73

EAST McKEESPORT STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
W. V. Callery, President,	Pittsburg, Pa.
W. B. Carson, Secretary,	"
C. J. Braun, Jr., Treasurer,	"

DIRECTORS.

Name.	Official Address.
W. V. Callery,	Pittsburg, Pa.
S. L. Tone,	"
Frank H. Clark,	"
C. S. Mitchell,	"
W. B. Carson,	"

Date of charter: June 26, 1899.

GENERAL BALANCE SHEET.

Assets.	Amount	Liabilities.	Amount.
Cost of road,	$514,832 71	Capital stock,	$250,000 00
Current assets as follows, viz:		Funded debt,	20,000 00
Cash on hand,	1,139 14	Current liabilities as follows, viz:	
Open accounts,	2,710 82	Interest on funded debt due and accrued,	83 33
		Accounts payable,	144,932 81
		Bills payable,	100,000 00
		Profit and loss,	3,666 53
Grand total,	$518,682 67	Grand total,	$518,682 67

EAST READING ELECTRIC RAILWAY COMPANY.

Operated by the Reading Traction Company.

OFFICERS.

Name.	Official Address.
A. J. Brumbach, President,	Reading, Pa.
William McIlvain, Secretary,	"
Geo. W. Bard, Treasurer,	"

DIRECTORS.

Name.	Official Address.
A. J. Brumbach,	Reading, Pa.
J. G. Leinbach,	"
Wm. R. McIlvain,	"
Geo. W. Bard,	"
Frank P. Esterly,	"
J. A. Stroherker,	"
John H. Printz,	"

Date organized, August, 1888.

GENERAL BALANCE SHEET.

Assets.	Amount	Liabilities.	Amount.
Cost of road,	$78,347 79	Capital stock,	$100,000 00
Cost of equipment,	46,088 77	Funded debt,	25,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Real estate,	4,300 00	Accounts payable,	4,245 64
Current assets as follows, viz:		Profit and loss,	59 25
Cash on hand,	59 25		
Sundries,	509 14		
Grand total,	$129,304 89	Grand total,	$129,304 89

EASTON AND BETHLEHEM TRANSIT RAILWAY COMPANY.

Operated by the Lehigh Valley Traction Company.

OFFICERS.

Name.	Official Address.
J. V. Bull, President,	Easton, Pa.
E. B. Maltby, Secretary,	"
A. D. Chidsey, Treasurer,	"

DIRECTORS.

Name.	Official Address.
J. V. Bull,	Easton, Pa.
Geo. W. Norris,	Philadelphia, Pa.
W. A. Stern,	"
W. Hinckle Smith,	"
J. S. Rodenbough,	Easton, Pa.
Samuel Harris,	Allentown, Pa.
W. M. Davis,	Phillipsburg, N. J.

Date of charter: July 6, 1892.

GENERAL BALANCE SHEET.

Assets.	Amount	Liabilities.	Amount.
Cost of road,	$179,047 14	Capital stock,	$125,000 00
Cost of equipment,	7,414 13	Funded debt,	60,000 00
		Current liabilities as follows, viz:	
		Due lessee company for "additions and betterments,"	1,461 27
Grand total,	$186,461 27	Grand total,	$186,461 27

EASTON AND NAZARETH STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Thomas A. H. Hay, President,	Easton, Pa.
William O. Hay, Secretary,	"
M. P. McGrath, Treasurer,	"
Herbert E. Reed, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
Thomas A. H. Hay,	Easton, Pa.
M. P. McGrath,	"
H. A. Doan,	Philadelphia, Pa., (care West End Trust Co.)
Howard Mutchler,	Easton, Pa.
William O. Hay,	"

Date of charter: December 30, 1898.

GENERAL BALANCE SHEET.

Assets.	Amount	Liabilities.	Amount.
Cost of road and equipment,	$443,760 55	Capital stock,	$250,000 00
Current assets as follows, viz:		Funded debt,	250,000 00
Cash on hand,	644 39	Current liabilities as follows, viz:	
Profit and loss,	70,595 06	Interest on funded debt due and and accrued,	12,500 00
		Loans,	2,500 00
Grand total,	$515,000 00	Grand total,	$515,000 00

EASTON, PALMER AND BETHLEHEM STREET RAILWAY COMPANY.

Operated by Lehigh Valley Traction Company.

OFFICERS.

Name.	Official Address.
J. S. Rodenbough, President,	Easton, Pa.
E. B. Maltby, Secretary,	"
A. D. Chidsey, Treasurer,	"

DIRECTORS.

Name.	Official Address.
J. V. Bull,	Easton, Pa.
George W. Norris,	Philadelphia, Pa.
Samuel Harris,	Allentown, Pa.
W. Hinckle Smith,	Philadelphia, Pa.
S. H. Hackett,	Easton, Pa.
John S. Bioren,	Philadelphia, Pa.
J. S. Rodenbough,	Easton, Pa.

Date of charter: June 11, 1897.

GENERAL BALANCE SHEET.

Assets.	Amount	Liabilities.	Amount.
Cost of road,	$359,909 70	Capital stock,	$200,000 00
Cost of equipment,	74,048 47	Funded debt,	200,000 00
		Current liabilities as follows, viz:	
		Loans,	12,624 64
		Profit and loss,	21,333 53
Grand total,	$433,958 17	Grand total,	$433,958 17

EASTON TRANSIT COMPANY.

OFFICERS.

Name.	Official Address.
J. S. Rodenbough, President,	Easton, Pa.
E. B. Maltby, Secretary,	"
A. D. Chidsey, Treasurer,	"
A. L. Rodenbaugh, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
Samuel Harris,	Allentown, Pa.
John S. Bioren,	Philadelphia, Pa.
W. Hinckle Smith,	"
George W. Morris,	"
S. H. Hackett,	Easton, Pa.
J. V. Bull,	"
J. S. Rodenbough,	"

Date of charter: March 27, 1866.

GENERAL BALANCE SHEET.

Assets.	Amount	Liabilities.	Amount.
Cost of road,	$640,442 33	Capital stock,	$300,000 00
Cost of equipment,	96,700 99	Funded debt,	302,500 00
Other permanent invesments as follows, viz:		Current liabilities as follows, viz:	
		Loans,	32,144 51
Stock of other companies,	6,285 36	Phillipsburg H. C. R. R. Co.,	29,211 74
Current assets as follows, viz:		Profit and loss,	61,141 23
Material and supplies on hand,	3,426 57		
Additional and betterments on leased lines,	23,141 23		
Grand total,	$774,997 48	Grand total,	$774,997 48

ELECTRIC TRACTION COMPANY.

Operated by Union Traction Company.

OFFICERS.

Name.	Official Address.
John B. Parsons, President,	Philadelphia, Pa.
Chas. O. Kruger, Treasurer,	"

DIRECTORS.

Name.	Official Address.
Alex. M. Fox,	Philadelphia, Pa.
Chas. E. Ellis,	"
James H. Gay,	"
John B. Parsons,	"
J. J. Sullivan,	"
Thomas Dolan,	"
Geo. D. Widener,	"
M. W. Lipper,	"
Horace T. Pott,	"
John L. Clawson,	"

Date of charter: May 8, 1893.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$7,787,713 30	Capital stock,	$3,297,920 00
Current assets as follows, viz:		Funded debt,	283,100 00
Union Traction Company,	946,811 48	Current liabilities as follows, viz:	
		Accounts payable property of leased lines,	100,855 06
		Sundries, ground rents and mortgages,	41,264 16
		Profit and loss,	12,385 56
Grand total,	$8,734,524 78	Grand total,	$3,734,524 78

EMPIRE PASSENGER RAILWAY COMPANY.

Operated by the Union Traction Company of Philadelphia.

OFFICERS.

Name.	Official Address.
Geo. D. Widener, President,	Philadelphia, Pa.
Alex. Rennick, Treasurer,	"

DIRECTORS.

Name.	Official Address.
Thomas Dolan,	Philadelphia, Pa.
Wm. L. Elkins,	"
P. A. B. Widener,	"
Geo. D. Widener,	"
Jno. B. Parsons,	"

Date of charter: February 10, 1869.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$1,638,911 31	Capital stock,	$600,000 00
Current assets as follows, viz:		Funded debt,	200,000 00
Cash on hand,	2,444 15	Current liabilities as follows, viz:	
		Due lessee company for "additions and betterments,"	705,715 00
		Profit and loss,	135,640 46
Grand total,	$1,641,355 46	Grand total,	$1,641,355 46

ERIE ELECTRIC MOTOR COMPANY.

OFFICERS.

Name.	Official Address.
John C. Brady, President,	Erie, Pa.
J. L. Steonberg, Secretary and Treusurer,	"
H. F. Wilbor, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
John C. Brady,	Erie, Pa.
S. F. Everett,	Cleveland, Ohio.
J. S. Casement,	Painesville, Ohio.
H. F. Wilbor,	Erie, Pa.
J. L. Steonberg,	"

Date of charter: October 8, 1888.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$899,536 99	Capital stock,	$1,250,000 00
Cost of equipment,	319,680 42	Funded debt,	1,000,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Stock of other companies,	850,000 00	Accounts payable,	3,545 61
Refunding bond and expense,	58,029 01		
Current assets as follows, viz:			
Cash on hand,	67,940 74		
Open accounts, trustee,	39,801 76		
Profit and loss,	13,566 69		
Grand total,	$2,253,545 61	Grand total,	$2,253,545 61

ERIE TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
W. C. Culbertson, President,	Girard, Pa.
D. Schlosser, Secretary,	Erie, Pa.
F. F. Curtze, Treasurer,	"
Frank May, General Manager,	Girard, Pa.

DIRECTORS.

Name.	Official Address.
W. C. Culbertson,	Girard, Pa.
D. Schlosser,	Erie, Pa.
Frank May,	Girard, Pa.
A. L. Curtze,	Erie, Pa.
Wm. Spencer,	"
T. A. Lamb,	"
F. F. Curtze,	"

Date of charter: April 16, 1901.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$1,074,648 88	Capital stock,	$500,000 00
Cost of equipment,	114,450 00	Funded debt,	500,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	508 23	Interest on funded debt due and accrued,	50,000 00
Open accounts,	1,484 63	Loans,	135,000 00
Material and supplies on hand,	368 31	Accounts payable,	9,993 72
Sundries,	90 60		
Profit and loss,	3,443 67		
Grand total,	$1,194,993 72	Grand total,	$1,194,993 72

FAIRMOUNT PARK AND HADDINGTON PASSENGER RAILWAY COMPANY.

Operated by the Union Traction Company.

OFFICERS.

Name.	Official Address.
Isaac Blum, President,	1107 Market street, Philadelphia, Pa.
Geo. D. McCreary, Vice President,	" "
Wm. P. Sinnett, Secretary and Treasurer,	" "

DIRECTORS.

Name.	Official Address.
Isaac Blum,	1107 Market street, Philadelphia, Pa.
Samuel S. Heebner,	" "
Geo. D. McCreary,	" "
Simon J. Martin,	" "
Martin V. Burton,	" "
J. Roberts Foulke,	" "

Date of charter: July 28, 1892.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$224,955 45	Capital stock,	$300,000 00
Cost of equipment,	100,000 00	Current liabilities as follows, viz:	
Current assets as follows, viz:		Accounts payable,	25,000 00
Cash on hand,	946 25	Sundries,	11 03
		Profit and loss,	890 67
Grand total,	$325,901 70	Grand total,	$325,901 70

FEDERAL STREET AND PLEASANT VALLEY PASSENGER RAILWAY COMPANY.

Operated by the Union Traction Company of Pittsburg.

OFFICERS.

Name.	Official Address.
W. H. Keech, President,	Pittsburg, Pa.
R. F. Ramsey, Secretary,	Allegheny, Pa.
J. W. Taylor, General Superintendent,	Pittsburg, Pa.

DIRECTORS.

Name.	Official Address.
H. J. Bowdoin,	Baltimore, Md.
P. Calhoun,	Cleveland, O.
Wm. H. Graham,	Allegheny, Pa.
M. K. McMullin,	"
J. C. Reilly,	Pittsburg, Pa.
W. V. Callery,	"
James D. Callery,	"
A. J. Logan,	"

Date of charter, March, 1868.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$2,083,206 84	Capital stock,	$1,400,000 00
Cost of equipment,	566,793 16	Funded debt,	1,250,000 00
Grand total,	$2,650,000 00	Grand total,	$2,650,000 00

FRANKFORD AND SOUTHWARK PHILADELPHIA CITY PASSENGER RAILROAD COMPANY.

Operated by the Union Traction Company of Philadelphia.

OFFICERS.

Name.	Official Address.
J. J. Sullivan, President,	629 Market street, Philadelphia, Pa.
R. C. Brewster, Secretary and Treasurer,	411 Bullitt Building, Philadelphia, Pa.

DIRECTORS.

Name.	Official Address.
Alfred Smith,	Philadelphia, Pa.
Edger Fries,	"
George S. Gandy,	"
Alexander M. Fox,	"
James H. Gay,	"
Chas. E. Ellis,	"
M. W. Lipper,	"
Frank Weckerly,	"
Horace Potts,	"
James F. Sullivan,	"
John H. Noblit,	"

Date of charter: April 4, 1854.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$1,307,741 85	Capital stock,	$1,875,000 00
Cost of equipment,	582,560 40	Current liabilities as follows, viz:	
Current assets as follows, viz:		Accounts payable,	8,822 12
Cash on hand,	3,227 46	Profit and loss,	9,707 59
Grand total,	$1,893,529 71	Grand total,	$1,893,529 71

FRANKLIN ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
D. J. Geary, President,	Oil City, Pa.
Wm. Hasson, Vice President,	"
F. W. Bowen, Secretary,	"
James Hasson, Treasurer,	"
John R. Fobes, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
D. J. Geary,	Oil City, Pa.
Wm. Hasson,	"
H. T. Beers,	"
Eugene Liebel,	Philadelphia, Pa.
Amos Steffee,	New York, N. Y.
P. C. Boyle,	Oil City, Pa.
D. T. Borland,	Siverly, Pa.

Date of charter August 4, 1893.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$87,927 49	Capital stock,	$60,000 00
Cost of equipment,	18,851 74	Funded debt,	50,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	2,096 56	Accounts payable,	1,417 58
Bills receivable,	4,688 92	Profit and loss,	2,628 34
Open accounts,	80 00		
Material and supplies on hand,	320 27		
Sundries,	30 94		
Grand total,	$114,045 92	Grand total,	$114,045 92

FREEMANSBURG STREET RAILWAY COMPANY.

Operated by the Lehigh Valley Traction Company.

OFFICERS.

Name.	Official Address.
W. Hinkle Smith, President,	Philadelphia, Pa.
E. B. Maltby, Secretary,	Easton, Pa.
A. D. Chidsey, Treasurer,	"

DIRECTORS.

Name.	Official Address.
S. H. Hackett,	Easton, Pa.
J. S. Rodenbough,	"
Samuel Harris,	Allentown, Pa.
George W. Norris,	Philadelphia, Pa.

Date of charter: June 7, 1899.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$180,000 00	Capital stock,	$150,000 00
		Funded debt,	30,000 00
Grand total,	$180,000 00	Grand total,	$180,000 00

GERMANTOWN PASSENGER RAILWAY COMPANY.

Operated by the Union Traction Company.

OFFICERS.

Name.	Official Address.
Martin V. Burton, President,	316-320 Chestnut street, Philadelphia, Pa.
John Jay Gilroy, Secretary,	" "
Harvey J. Delaney, Treasurer,	" "

DIRECTORS.

Name.	Official Address.
Meyer Siedenbach,	Philadelphia, Pa.
Clarence B. Moore,	"
William Dulles,	"
Martin V. Burton,	"
Henry Siedenbach,	"
Joseph Koch,	"

Date of charter, April 21, 1858.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$950,782 56	Capital stock,	$572,860 00
Current assets as follows, viz:		Funded debt,	67,500 00
Cash on hand,	7,767 63	Current liabilities as follows, viz:	
Sinking fund,	10,000 00	Dividends unpaid,	310 87
Expense account,	8,444 26	Accounts payable, directors' account,	46 50
		Interest on bank balance,	804 57
		Maintenance of organization,	15,000 00
		Sinking Fund, Guarantee, Trust and Safe Deposit Co., turstees,	10,000 00
		Profit and loss,	310,472 51
Grand total,	$976,994 45	Grand total,	$976,994 45

GETTYSBURG TRANSIT COMPANY.

OFFICERS.

Name.	Official Address.
Henry A. Sage, President,	Easton, Pa.
Robt. L. Morgan, Secretary,	Philadelphia, Pa.
Jared Darlington, Treasurer,	Media, Pa.
Hal. J. Gimbling, General Superintendent,	Gettysburg, Pa.

DIRECTORS.

Name.	Official Address.
Edgar C. Felton,	Girard Building, Philadelphia, Pa.
Max Riebenack,	Broad Street Station, Philadelphia, Pa.
Horace A. Doan,	Philadelphia, Pa.
Jared Darlington,	Media, Pa.
Henry A. Bonell,	Philadelphia, Pa.
Henry A. Sage,	Easton, Pa.

Date of charter: December 23, 1897.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$228,092 44	Capital stock,	$100,000 00
Current assets as follows, viz:		Funded debt,	100,000 00
Cash on hand,	252 33	Current liabilities as follows, viz:	
		Interest on funded debt due and accrued,	17,500 00
		Due lessee company for "additions and betterments,"	2,362 95
		Accounts payable,	2,000 00
		Sundries,	14,357 14
		Profit and loss,	2,124 68
Grand total,	$228,344 77	Grand total,	$238,344 77

GIRARD AVENUE PASSENGER RAILWAY COMPANY.

Operated by the Union Traction Company.

OFFICERS.

Name.	Official Address.
John B. Parsons, President,	Philadelphia, Pa.
Chas. O. Kruger, Secretary,	"

DIRECTORS.

Name.	Official Address.
John B. Parsons,	Philadelphia, Pa.
Geo. W. Elkins,	"
Wm. H. Shelmerdine,	"
J. J. Sullivan,	"
Geo. D. Widener,	"

Date of charter: May 17, 1894.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$132,951 45	Capital stock,	$5,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Bills receivable,	4,844 22	Accounts payable,	132,951 45
Profit and loss,	155 78		
Grand total,	$137,951 45	Grand total,	$137,951 45

GREENE AND COATES STREETS PHILADELPHIA PASSENGER RAILWAY COMPANY.

Operated by Union Traction Company.

OFFICERS.

Name.	Official Address.
Moses A. Dropsie, President,	Philadelphia, Pa.
Lewis S. Renshaw, Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
William Dulles,	Philadelphia, Pa.
James F. Sullivan,	"
Meyer Seidenback,	"
Meyer Troutman,	"
Joseph Koch,	"
Martin V. Burton,	"
B. Frank Hart,	"
Henry Siedenbach,	"
James Buckman,	"
Edgar Fries,	"
Gabriel A. Dropsie,	"

Date of charter: April 21, 1853.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road and equipment at date of lease,	$258,181 43	Capital stock,	$150,000 00
Other permanent investments as follows, viz:		Mortgage and ground rent,	21,916 68
Real estate,	64,285 19	Profit and loss,	$154,466 00
Current assets as follows, viz:			
Cash on hand,	3,916 06		
Grand total,	$326,382 68	Grand total,	$326,382 68

GREENSBURG AND HEMPFIELD ELECTRIC STREET RAILWAY COMPANY.

Operated by the Westmoreland Railway Company.

OFFICERS.

Name.	Official Address.
John B. Head, President,	Greensburg, Pa.
James E. Keenan, Secretary and Treasurer,	"
R. C. Reamer, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
John B. Head,	Greensburg, Pa.
B. F. Myers,	Harrisburg, Pa.
R. G. Cox,	"
C. L. Brinser,	Greensburg, Pa.
James E. Keenan,	"

Date of charter: September 27, 1889.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road, estimated,	$43,500 00	Capital stock,	$60,000 00
Cost of equipment,	16,500 00	Profit and loss,	6,056 68
Current assets as follows, viz:			
Cash on hand,	3,206 68		
Accounts receivable from lessee,	2,850 00		
Grand total,	$66,056 68	Grand total,	$66,056 68

HANOVER AND McSHERRYSTOWN STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
C. E. Ehrhart, President,	Hanover, Pa.
S. L. Johns, Vice President,	McSherrystown, Pa.
A. H. Melhom, Secretary,	Hanover, Pa.
E. M. Etzler, Treasurer and General Superintendent,	"

DIRECTORS.

Name.	Official Address.
C. E. Ehrhart,	Hanover, Pa.
A. H. Melhom,	"
E. M. Etzler,	"
L. D. Sell,	"
J. H. Schmuch,	"
S. L. Johns,	McSherrystown, Pa.
J. A. Poist,	"

Date of charter: September 30, 1892.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$28,569 67	Capital stock,	$30,000 00
Cost of equipment,	8,237 00	Funded debt,	4,300 00
Current assets as follows, viz:		Profit and loss,	4,107 70
Cash on hand,	1,562 76		
Material and supplies on hand,	37 27		
Grand total,	$38,407 70	Grand total,	$38,407 70

HARRISBURG CITY PASSENGER RAILWAY COMPANY.

Operated by the Harrisburg Traction Company.

OFFICERS.

Name.	Official Address.
H. A. Kelker, President,	Harrisburg, Pa.
E. C. Felton, Vice President,	Philadelphia, Pa.
A. Roberts, Secretary,	Harrisburg, Pa.
W. L. Gorgas, Treasurer,	"

DIRECTORS.

Name.	Official Address.
J. G. M. Bay,	Harrisburg, Pa.
Edward Bailey,	"
Harris Cohen,	"
J. T. Ensminger,	"
L. A. Gorgas,	"
H. M. Kelly,	"
A. C. McKee,	"
George F. Rohrer,	"
David Fleming,	"

Date of charter: April 1, 1873.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$125,000 00	Capital stock,	$125,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Stock of other companies,	1,920 00	Investments,	1,920 00
Current assets as follows, viz:		Profit and loss,	1,267 49
Cash on hand,	1,267 49		
Grand total,	$128,187 49	Grand total,	$128,187 49

HARRISBURG AND MECHANICSBURG ELECTRIC RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
S. C. Gilbert, President,	Harrisburg, Pa.
W. L. Gorgas, Secretary and Treasurer,	"
Geo. H. Bartle, Superintendent,	Wormleysburg, Pa.

DIRECTORS.

Name.	Official Address.
S. C. Gilbert,	Harrisburg, Pa.
L. D. Gilbert,	"
B. F. Meyers,	"
W. L. Gorgas,	"
J. J. Boughman,	New Cumberland, Pa.
F. H. Alleman,	Steelton, Pa.
M. C. Kennedy,	Chambersburg, Pa.
G. H. Stewart,	Shippensburg, Pa.
E. J. McCune,	"

Date of charter: May 7, 1892.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$288,830 00	Capital stock,	$144,500 00
Cost of equipment,	15,170 00	Funded debt,	144,500 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	150 99	Loans,	17,047 55
Profit and loss,	1,896 56		
Grand total,	$306,047 55	Grand total,	$306,047 55

HARRISBURG TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
Edward Bailey, President,	Harrisburg, Pa.
B. F. Meyers, Vice President,	"
W. J. Calder, Secretary and Treasurer,	"
F. B. Musser, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
T. G. Calder,	Harrisburg, Pa.
Jas. M. Cameron,	"
E. Z. Wallower,	"
A. G. Knisely,	"
H. A. Kelker,	"
Geo. W. Reily,	"
F. E. Walz,	"
S. F. Dunkle,	"
E. C. Felton,	Philadelphia, Pa.
E. W. S. Pathemore,	Harrisburg, Pa.
Harris Cohen,	"
Jas. Russ,	"
W. H. Seibert,	Steelton, Pa.
B. F. Meyers,	Harrisburg, Pa.
Edward Bailey,	"

Date of charter: June 18, 1895.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of equipment,	$200,000 00	Capital stock,	$2,000,000 00
Other permanent investments as follows, viz:		Funded debt,	75,000 00
Stock and bonds of other companies,	1,870,000 00	Current liabilities as follows, viz:	
Current assets as follows, viz:		Dividends unpaid,	50,000 00
Cash on hand,	40,215 64	Accounts payable,	799 74
Open accounts,	1,784 43	Sundries,	1,336 21
Material and supplies on hand,	11,661 57		
Additions and betterments,	3,474 31		
Grand total,	$2,127,135 95	Grand total,	$2,127,135 95

HESTONVILLE, MANTUA AND FAIRMOUNT PASSENGER RAILWAY COMPANY.

Operated by the Union Traction Company, of Philadelphia.

OFFICERS.

Name.	Official Address.
John B. Parsons, President,	Philadelphia, Pa.
Wm. H. Shelmerdine, Vice President,	"
Chas. O. Kruger, Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
Wm. H. Shelmerdine,	Philadelphia, Pa.
Jeremiah J. Sullivan,	"
Joseph E. Widner,	"
Wm. L. Elkins, Jr.,	"
Alex. M. Fox, Jr.,	"

Date of charter: April 6, 1859.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$1,336,837 88	Capital stock,	$833,281 36
Cost of equipment,	558,349 08	Funded debt,	1,250,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	110 27	Due leased lines,	100,000 00
Open accounts,	1,456 68	Accounts payable,	50 00
Sundries, real estate,	438,859 68	Ground rents and mortgages payable,	30,766 63
Union Traction Co., account,	204,141 29	Leased equipment account,	241,968 75
		Profit and loss,	83,687 47
Grand total,	$2,539,754 23	Grand total,	$2,539,754 23

HILLCREST AVENUE PASSENGER RAILWAY COMPANY.

Operated by the United Traction Company.

OFFICERS.

Name.	Official Address.
John B. Parsons, President,	Philadelphia, Pa.
Chas. O. Kruger, Secretary,	"

DIRECTORS.

Name.	Official Address.
John B. Parsons,	Philadelphia, Pa.
Geo. W. Elkins,	"
Wm. H. Shelmerdine,	"
J. J. Sullivan,	"
Geo. D. Widner,	"

Date of charter: February 25, 1896.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$53,928 62	Capital stock,	$10,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	9,716 23	Due Union Traction Co. for construction,	53,895 62
Sundries,	250 77		
Grand total,	$63,895 62	Grand total,	$63,895 62

HOLMESBURG, TACONY AND FRANKFORD ELECTRIC RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
John A. Rigg, President,	12 South Fifth street, Reading, Pa.
Henry C. Moore, Vice President,	" "
M. C. Aulenbach, Secretary and Treasurer,	" "
Henry Glazier, General Superintendent,	Tacony, Philadelphia, Pa.

DIRECTORS.

Name.	Official Address.
Frank F. Bell,	12 South Fifth street, Reading, Pa.
Reuben N. Buckley,	" "
Robert N. Carson,	" "
James L. Carson,	" "
E. J. Moore,	" "
John A. Rigg,	" "
Henry C. Moore,	" "

Date of charter: September 29, 1890.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$866,825 94	Capital stock,	$750,000 00
Cost of equipment,	284,268 48	Funded debt,	400,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	12,737 67	Interest on funded debt due and accrued,	3,333 34
Due by agents,	100 00	Dividends unpaid,	1 85
Material and supplies on hand,	2,373 70	Loans,	4,450 00
Sundries,	11,305 56	Accounts payable,	1,062 71
		Sundries,	12,463 48
		Profit and loss,	7,277 97
Grand total,	$1,178,609 35	Grand total,	$1,178,609 35

HUNTINGDON STREET CONNECTING PASSENGER RAILWAY COMPANY.

Operated by the Union Traction Company of Philadelphia.

OFFICERS.

Name.	Official Address.
Geo. D. Widener, President,	1006 Land Title Building, Philadelphia, Pa.
Jno. B. Peddle, Treasurer,	" "

DIRECTORS.

Name.	Official Address.
P. A. Widener,	Philadelphia, Pa.
Wm. L. Elkins,	"
Thomas Dolan,	"
Jno. B. Parsons,	"

Date of charter: February 15, 1894.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$27,718 00	Capital stock,	$6,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	22 00	Due lessee company for "additions and betterments,"	21,740 00
Grand total,	$27,740 00	Grand total,	$27,740 00

JOHNSTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
John B. Hoefgen, President,	Johnstown, Pa.
William R. Thomas, Vice President,	"
S. E. Young, Secretary,	"
Herman Baumen, Treasurer,	"
S. E. Young, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
John B. Hoefgen,	Johnstown, Pa.
William R. Thomas,	"
S. E. Young,	"
H. H. Weaver,	"
Percy Allen Rose,	"
A. H. Walters,	"

Date of charter: May 8, 1882.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$1,194,974 63	Capital stock,	$600,000 00
Cost of equipment,	180,222 19	Funded debt,	624,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	17,219 21	Dividends unpaid,	18,000 00
Bills receivable,	2,500 00	Loans,	133,400 00
		Sundries,	742 50
		Profit and loss,	13,773 53
Grand total,	$1,394,916 03	Grand total,	$1,394,916 03

KESSLER STREET CONNECTING PASSENGER RAILWAY COMPANY.

Operated by the Union Traction Company of Philadelphia.

OFFICERS.

Name.	Official Address.
Geo. D. Widener, President,	1006 Land Title Building, Philadelphia, Pa.
Jno. B. Peddle, Treasurer,	" "

DIRECTORS.

Name.	Official Address.
P. A. B. Widener,	Philadelphia, Pa.
Wm. L. Elkins,	"
Thomas Dolan,	"
Jno. B. Parsons,	"

Date of charter: May 17, 1892.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$24,915 31	Capital stock,	$5,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	171 21	Due lessee company for "additions and betterments,"	20,080 11
		Profit and loss,	6 41
Grand total,	$25,086 52	Grand total,	$25,086 52

KITTANNING AND FORD CITY STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
F. A. Moesta, President,	Kittanning, Pa.
John T. Crawford, Secretary,	"
Jas. McCullough, Jr., Treasurer,	"

DIRECTORS.

Name.	Official Address.
F. A. Moesta,	Kittanning, Pa.
Jno. T. Crawford,	"
James McCullough, Jr.,	"
J. A. Gault,	"
Jno. T. Heilman,	"

Date of charter: December 28, 1897.

LACKAWANNA VALLEY TRACTION COMPANY.

Operated by the Scranton Railway Company.

OFFICERS.

Name.	Official Address.
J. M. Colton, President,	Bullitt Building, Philadelphia, Pa.
Chas. A. Peason, Jr., Secretary and Treasurer,	" "

DIRECTORS.

Name.	Official Address.
J. M. Colton,	Bullitt Building, Philadelphia, Pa.
G. R. Nichols,	" "
Clarence Sill,	" "
Chas. A. Pearson, Jr.,	" "

Date of charter: July 20, 1894.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$502,517 77	Capital stock,	$400,000 00
Profit and loss,	12,482 23	Funded debt,	115,000 00
Grand total,	$515,000 00	Grand total,	$515,000 00

LANCASTER AND COLUMBIA RAILWAY COMPANY.

Operated by the Conestoga Traction Company.

OFFICERS.

Name.	Official Address.
Martin L. Herr, President,	Lancaster, Pa.
J. W. B. Bausman, Secretary,	"
John C. Carter, Treasurer,	"

DIRECTORS.

Name.	Official Address.
Dr. Martin L. Herr,	Lancaster, Pa.
J. W. B. Bausman,	"
H. C. Horner,	"
C. H. Locher,	"
Wm. B. Given,	Columbia, Pa.

Date of charter, March 24, 1881.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$209,691 00	Capital stock,	$37,500 00
Cost of equipment,	52,809 00	Funded debt,	225,000 00
Current assets as follows, viz:		Profit and loss,	261 37
Cash on hand,	261 37		
Grand total,	$262,761 37	Grand total,	$262,761 37

LANCASTER, MECHANICSBURG AND NEW HOLLAND RAILWAY COMPANY.

Operated by the Conestoga Traction Company.

OFFICERS.

Name.	Official Address.
William B. Given, President,	Columbia, Pa.
Oscar M. Hoffman, Secretary and Treasurer,	"
Frank S. Given, Superintendent,	"

DIRECTORS.

Name.	Official Address.
William B. Given,	Columbia, Pa.
Samuel R. Shipley,	Philadelphia, Pa., No. 409 Chesnut street.
John D. Skiles,	Lancaster, Pa.
J. W. B. Bausman,	"
John Hertzler,	"

Date of charter: May 16, 1899.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$276,304 44	Capital stock,	$298,900 00
Cost of equipment,	35,722 16	Current liabilities as follows, viz:	
Current assets as follows, viz:		Loans,	29,405 55
Cash on hand,	880 44	Accounts payable,	8,053 49
Open accounts,	23,502 00		
Grand total,	$336,359 04	Grand total,	$336,359 04

LEBANON VALLEY STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
John A. Rigg, President,	No. 12 South Fifth Street, Reading, Pa.
Henry C. Moore, Vice President,	" "
M. C. Aulenbach, Secretary and Treasurer,	" "
C. H. Smith, General Superintendent,	Lebanon, Pa.

DIRECTORS.

Name.	Official Address.
John A. Rigg,	No. 12 South Fifth Street, Reading, Pa.
Samuel E. Rigg,	" "
Walter A. Rigg,	" "
Wm. R. McIlvain,	" "
Henry C. Moore,	" "
R. S. Jones,	" "
M. C. Aulenbach,	" "

Date of charter: June 28, 1899.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$1,004,482 24	Capital stock,	$500,000 00
Current assets as follows, viz:		Funded debt,	500,000 00
Cash on hand,	4,937 29	Current liabilities as follows, viz:	
Due by agents,	100 00	Loans,	2,057 00
Sundries,	16,761 36	Accounts payable,	724 64
		Sundries,	19,097 32
		Profit and loss,	4,373 93
Grand total,	$1,026,281 89	Grand total,	$1,026,281 89

LEHIGH AVENUE RAILWAY COMPANY.

Operated by the Union Traction Company.

OFFICERS.

Name.	Official Address.
J. B. Parsons, President,	Philadelphia, Pa.
Alfred Smith, Vice President,	"
Chas. O. Kruger, Treasurer,	"

DIRECTORS.

Name.	Official Address.
Wm. H. Shelmerdine,	Philadelphia, Pa.
J. J. Sullivan,	"
Geo. D. Widener,	"
M. W. Lipper,	"
Geo. W. Elkins,	"

Date of charter: December 12, 1873.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$476,050 50	Capital stock,	$600,000 00
Cost of equipment,	70,126 47		
Current assets as follows, viz:			
Open accounts,	7,070 51		
Profit and loss,	46,752 53		
Grand total,	$600,000 00	Grand total,	$600,000 00

LEHIGH TRACTION RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
C. W. Kline, President,	Hazleton, Pa.
W. H. Lawall, Vice President,	"
E. S. Dowd, Secretary,	"
N. C. Yost, Treasurer,	"
Geo. W. Thompson, General Superintendent,	"

STATION AT PHILADELPHIA, PA.

Baltimore and Ohio Railroad Company.

DIRECTORS.

Name.	Official Address.
C. W. Kline,	Hazleton, Pa.
W. H. Lawall,	"
A. Markle,	"
Jno. B. Price,	"
H. Dryfoos,	"
Wm. Powell,	"
Geo. R. Bedford,	Wilkes-Barre, Pa.

Date of charter: November 7, 1892.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$592,174 50	Capital stock,	$1,000,000 00
Cost of equipment,	192,573 25	Funded debt,	585,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Franchises,	1,000,000 00	Loans,	140,000 00
Current assets as follows, viz:		Accounts payable,	7,757 57
Cash on hand,	1,697 56	Sundries, mortgage, park addition,	2,800 00
Open accounts,	20,973 83	Pay roll for June, 1901,	2,909 10
Material and supplies on hand,	3,345 80	Profit and loss,	74,915 28
Sundries, park,	2,617 01		
Grand total,	$1,813,381 95	Grand total,	$1,813,381 95

LEHIGH VALLEY TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
Robert E. Wright, President,	Allentown, Pa.
Loftin E. Johnson, Vice President,	"
C. M. Bates, Secretary and Treasurer,	"
Henry C. Barrow, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
Robert E. Wright,	Allentown, Pa.
C. M. Bates,	"
Samuel Harris,	"
Loftin E. Johnson,	"
Wilson Hartzell,	"
John B. Hoefgen,	"

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$1,164,878 06	Capital stock,	$2,000,000 00
Cost of equipment,	1,199,929 28	Funded debt,	3,000,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Stock of other companies,	200,200 00	Interest on funded debt due and accrued,	10,000 00
Allentown and Lehigh Valley Traction Company,	2,508,605 77	Accounts payable,	225,473 66
Current assets as follows, viz:		Sale of trusteed stock,	300,000 00
Cash on hand,	3,043 08	Bills payable,	79,755 00
Open acccounts,	74,465 14	Allentown and Bethlehem R. T. Co. notes,	38,125 00
Material and supplies on hand,	52,933 23	Real estate mortgages,	2,500 00
Additions and betterments on leased lines,	101,462 40	Accrued interest on bonds,	10,000 00
Rittersville property betterments,	5,704 14	Accrued insurance,	4,853 51
Discount on bonds,	300,000 00	Accrued taxes,	2,505 09
Discount on trusted stock,	75,000 00	Accrued bridge rent and toll,	759 57
Surplus real estate,	5,000 00	Accrued Allentown and Slatington St. Ry. Co.,	2,416 66
		Accrued Bethlehem and Naz. Pass. Ry. Co.,	4,375 00
		Accrued Slate Belt Elec. St. Ry. Co.,	2,475 00
		Accrued Easton Con. Elec. Co.,	12,191 64
		Profit and loss,	795 97
Grand total,	$5,691,226 10	Grand total,	$5,691,226 10

LEWISBURG, MILTON AND WASHINGTON PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Evans R. Dick, President,	North American Building, Philadelphia, Pa.
Jno. J. Collier, Secretary and Treasurer,	" "
D. A. Hegarty, General Superintendent,	" "

DIRECTORS.

Name.	Official Address.
Evans R. Dick,	North American Building, Philadelphia, Pa.
Richard H. Rushton,	No. 131 South Fourth Street, Philadelphia, Pa.
George S. Graham,	No. 512 Crozier Building, Philadelphia, Pa.
Ogden Hoffman,	No. 502 Harrison Building, Philadelphia, Pa.
Jay Cooke, 3d,	No. 132 South Fourth Street, Philadelphia, Pa.

Date of charter: September 3, 1897.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$243,266 51	Capital Stock,	$150,000 00
Cost of equipment,	54,291 89	Funded debt,	150,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	3,514 37	Interest on funded debt due and accrued,	3,750 00
Material and supplies on hand,	63 10	Accounts payable,	1,395 18
		Profit and loss,	969 69
Grand total,	$306,124 87	Grand total,	$306,124 87

LEWISTOWN AND REEDSVILLE ELECTRIC RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
J. I. Quigley, President,	Lewistown, Pa.
A. B. Spanogle, Vice President,	"
Edward R. Sponsler, Secretary,	"
William Irvin, Treasurer,	"
Walter G. Barlow, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
J. I. Quigley,	Lewistown, Pa.
A. B. Spanogle,	"
G. H. Macklin,	McVeytown, Pa.
H. J. Forney,	Harrisburg, Pa.
John E. Moser,	"
C. C. Forney,	"
Herman Tausig,	"

Date of charter, March 24, 1892.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road and equipment,	$248,670 53	Capital stock,	$150,000 00
Other permanent investments as follows, viz:		Funded debt,	150,000 00
Stock of other companies,	60,000 00	Current liabilities as follows, viz:	
Current assets as follows, viz:		Loans,	3,500 00
Cash on hand,	724 85	Sundries,	166 12
Bills receivable,	1,240 87	Pay rolls,	532 66
Open accounts,	118 56	Profit and loss,	6,555 02
Grand total,	$310,754 81	Grand total,	$310,754 81

LYKENS AND WILLIAMS VALLEY STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
H. A. Hoopes, President,	Fifth and Market Streets, Harrisburg, Pa.
Wm. E. Stewart, Vice President,	No. 264 Herr Street, Harrisburg, Pa.
John Oenslager, Jr., Secretary,	No. 711 North Third Street, Harrisburg, Pa.
M. G. Potts, Treasurer,	Merchants bank, Harrisburg, Pa.
William H. Hiner, General Superintendent,	Williamstown, Pa.

DIRECTORS.

Name.	Official Address.
H. A. Hoopes,	Fifth and Market Street, Harrisburg, Pa.
H. D. Hemler,	Merchants bank, Harrisburg, Pa.
M. G. Potts,	"
Wm. E. Stewart,	No. 264 Herr Street, Harrisburg, Pa.
S. A. Reeme,	Pennbrook, Dauphin county, Pa.

Date of charter: December 14, 1897.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$367,464 96	Capital Stock,	$183,500 00
Current assets as follows, viz:		Funded debt,	166,000 00
Cash on hand,	4,364 02	Current liabilities as follows, viz:	
Material and supplies on hand,	2,390 92	Interest on funded debt due and accrued,	4,200 00
Profit and loss,	1,512 58	Loans,	14,507 50
		Accounts payable,	525 00
Grand total,	$375,732 50	Grand total,	$375,732 50

McKEESPORT, WILMERDING AND DUQUESNE RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
E. C. Converse, President,	New York, N. Y.
James S. Kuhn, Vice President,	Pittsburg, Pa.
J. B. VanWagener, Secretary and Treasurer,	"
M. E. McCaskey, General Superintendent,	McKeesport, Pa.

DIRECTORS.

Name.	Official Address.
E. C. Converse,	New York, N. Y.
James S. Kuhn,	Pittsburg, Pa.
George Shepphard,	"
W. B. Rodgers,	"
W. S. Kuhn,	"
J. L. D. Speer,	"

Date of charter: March 3, 1898.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$599,050 61	Capital stock,	$350,000 00
Cost of equipment,	24,423 71	Funded debt,	76,500 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	853 80	Accounts payable,	3,556 83
Open accounts,	11,142 35	Sundries,	1,515 84
Profit and loss,	11,802 19	Pills payable,	121,800 00
		Mortgage payable,	33,900 00
Grand total,	$647,272 66	Grand total,	$647,272 66

MAUCH CHUNK, LEHIGHTON AND SLATINGTON STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
I. A. Sweigard, President,	No. 709 Betz Building, Philadelphia, Pa.
John H. Pascoe, Vice President,	Allentown, Pa.
T. F. Durham, Secretary,	No. 709 Betz Building, Philadelphia, Pa.
Wm. H. Bartlett, Treasurer,	" "
J. A. Bonnell, General Superintendent,	Mauch Chunk, Pa.

DIRECTORS.

Name.	Official Address.
I. A. Sweigard,	No. 709 Betz Building, Philadelphia, Pa.
Wm. H. Bartlett,	" "
T. F. Durham,	" "
T. A. Snyder,	Lehighton, Pa.
John H. Pascoe,	Allentown, Pa.
Hugh E. Crilly,	"
A. W. Thompson,	Lehigh Gap, Pa.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$808,000 00	Capital stock,	$600,000 00
Current assets as follows, viz:		Funded debt,	208,000 00
Cash on hand,	9,104 00	Current liabilities as follows, viz:	
Open accounts,	108 87	Accounts payable,	21,436 08
Material and supplies on hand,	16,672 22	Sundries,	10,867 73
Profit and loss,	6,413 71		
Grand total,	$840,298 81	Grand total,	$840,298 81

MEDIA, MIDDLETOWN, ASTON AND CHESTER ELECTRIC RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Frederick W. Hammett, President,	No. 113 Arch Street, Philadelphia, Pa.
B. Griffith Jones, Vice President,	North American Building, Philadelphia, Pa.
Edward J. Hasse, Secretary and Treasurer,	No. 113 Arch Street, Philadelphia, Pa.

DIRECTORS.

Name.	Official Address.
Frederick W. Hammett,	No. 113 Arch Street, Philadelphia, Pa.
L. J. Levick,	" "
Edward J. Hasse,	" "
D. Wallerstein,	North American Building, Philadelphia, Pa.
B. G. Jones,	" "

Date of charter: April 25, 1898.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road and equipment,	$5,622 83	Capital stock,	$5,622 83
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	1,504 88	Loans,	1,000 00
Open accounts,	1,311 87	Accounts payable,	901 99
		Profit and loss,	914 76
Grand total,	$8,439 58	Grand total,	$8,439 58

MEADVILLE TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
F. R. Shryock, President,	Meadville, Pa.
G. D. Trawier, Vice President,	"
Cyrus See, Secretary,	"
Charles Fahr, Treasurer,	"
F. R. Shryock, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
Charles Fahr,	Meadville, Pa.
Joseph Missick,	Chester, Pa.
G. D. Trawler,	Meadville, Pa.
John J. Shryock,	"
H. H. Thompson,	"
F. R. Shryock,	"

Date of charter: May 31, 1897.

GENERAL BALANCE SHEET.

Liabilities.	Amount.	Liabilities.	Amount.
Cost of road,	$248,300 00	Capital stock,	$350,000 00
Cost of equipment,	56,100 00	Funded debt,	300,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Meadville St. Ry. Co.,	350,000 00	Interest on funded debt due and accrued,	7,500 00
Current assets as follows, viz:		Accounts payable,	2,146 81
Cash on hand,	332 52		
Open accounts,	7 79		
Material and supplies on hand,	2,341 50		
Additions and betterments,	2,565 00		
Grand total,	$659,646 81	Grand total,	$659,646 81

MIDDLETOWN, HIGHSPIRE AND STEELTON RAILWAY COMPANY.

Operated by the Harrisburg Traction Company.

OFFICERS.

Name.	Official Address.
Geo. W. Cumbler, President,	Steelton, Pa.
W. J. Calder, Vice President and Secretary,	Harrisburg, Pa.

Date of charter: December 11, 1891.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$83,537 21	Capital stock,	$100,000 00
Other permanent investments as follows, viz:		Profit and loss,	297 08
Balance cash turned over to E. H'bg. Pass. Ry. Co., to make up $100,000 as per lease,	16,462 79		
Current assets as follows, viz:			
Cash on hand,	297 08		
Grand total,	$100,297 08	Grand total,	$100,297 08

MONONGAHELA CITY STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
W. I. Berryman, President,	Pittsburg, Pa.
F. M. Ross, Secretary,	"
W. S. Mitchell, Treasurer,	"
Weaver H. Rogers, Assistant Secretry,	"

DIRECTORS.

Name.	Official Address.
W. I. Berryman,	Pittsburg, Pa.
C. F. Thompson,	"
F. M. Ross,	"
W. S. Mitchell,	"
J. M. Donner,	"
Chas. G. McIlvaine,	"

Date of charter, 21st February, 1893.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$14,180 39	Capital stock,	$15,000 00
Cost of equipment,	7,194 77	Current liabilities as follows, viz:	
		Sundries,	3,534 94
		Profit and loss,	2,850 23
Grand total,	$21,375 16	Grand total,	$21,375 16

MONONGAHELA STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
W. L. Mellon, President,	Pittsburg, Pa.
A. W. Mellon, Vice President,	"
Geo. S. Davison Secretary,	"
W. S. Mitchell, Treasurer,	"
Weaver H. Rogers, Assistant Secretary and Treasurer,	"
Frank McCoy, General Manager,	Rankin, Pa.

DIRECTORS.

Name.	Official Address.
W. L. Mellon,	Pittsburg, Pa.
A. W. Mellon,	"
R. B. Mellon,	"
Geo. S. Davison,	"
W. S. Mitchell,	"

Date of charter: April 13, 1898.

28—8—1901

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$2,221,864 56	Capital stock,	$1,000,000 00
Cost of equipment,	334,945 68	Funded debt,	1,000,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	14,383 82	Interest on funded debt due and accrued,	4,166 67
Open accounts,	56,699 17	Accounts payable,	42,009 18
Material and supplies on hand,	6,539 09	Sundries,	562,634 63
Sundries,	77,586 53	Profit and loss,	113,207 31
Grand total,	$2,722,017 79	Grand total,	$2,722,017 79

MONTGOMERY AND CHESTER ELECTRIC RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Clarence P. King, President,	Philadelphia, Pa.
John W. Pittock, Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
Fred. H. Treat,	Philadelphia, Pa.
John Vogler,	"
Joshia B. Sybert,	"
Claude S. Jarvis,	"
R. Stein Martin,	"

Date of charter, December 9, 1898.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$155,000 00	Capital stock,	$5,500 00
Current assets as follows, viz:		Funded debt,	100,000 00
Cash on hand,	1,118 32	Current liabilities as follows, viz:	
Profit and loss,	4,757 59	Interest on funded debt due and accrued,	5,875 91
Grand total,	$160,875 91	Grand total,	$160,875 91

MONTGOMERY COUNTY PASSENGER RAILWAY COMPANY.

Operated by the Schuylkill Valley Traction Company.

OFFICERS.

Name.	Official Address.
John A. Rigg, President,	Reading, Pa.
M. C. Aulenbach, Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
John A. Rigg,	Reading, Pa.
Henry C. Moore,	"
N. H. Larzalere,	"
H. C. Jones,	"

Date of charter: January 30, 1893.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$154,917 50	Capital stock,	$150,000 00
Profit and loss,	10,082 50	Funded debt,	15,000 00
Grand total,	$165,000 00	Grand total,	$165,000 00

MONTOURSVILLE PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Evans R. Dick, President,	North American Building, Philadelphia, Pa.
Jno. J. Collier, Secretary and Treasurer,	" "
D. A. Hagerty, General Superintendent,	" "

DIRECTORS.

Name.	Official Address.
Evans R. Dick,	North American Building, Philadelphia, Pa.
Richard H. Rushton,	No. 131 South Fourth Street, Philadelphia, Pa.
George S. Graham,	No. 512 Crozier Building, Philadelphia, Pa.
Ogden Hoffman,	No. 502 Harrison Building, Philadelphia, Pa.
Jay Cooke, 3d,	No. 122 South Fourth Street, Philadelphia, Pa.

Date of charter, June 28, 1897.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$132,000 00	Capital stock,	$75,000 00
Cost of equipment,	20,640 00	Funded debt,	75,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	546 84	Loans,	1,300 00
Open accounts,	451 96	Accounts payable,	1,425 01
Material and supplies on hand,	95 45	Profit and loss,	1,009 24
Grand total,	$153,734 25	Grand total,	$153,734 25

MT. TROY AND RESERVE TOWNSHIP TRACTION STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
F. B. McFeely, President,	605 Times Building, Pittsburg, Pa.
A. Buerkee, Vice President,	" "
Jno. L. McFeely, Secretary and Treasurer,	" "

DIRECTORS.

Name.	Official Address.
F. B. McFeely,	605 Times Building, Pittsburg, Pa.
A. Buerkee,	Wood street, Pittsburg, Pa.
Chas. F. Harbaugh,	Sewickly, Pa.
R. J. Stoury, Jr.,	Pittsburg, Pa.
Jno. L. McFeely,	605 Times Building, Pittsburg, Pa.
John C. Slack,	Fidelity Title and Trust Co., Pittsburg, Pa.
Henry S. Beeker,	Sewickley, Pa.

Date of charter: July 2, 1898.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$22,019 65	Capital stock,	$20,000 00
Cost of equipment,	2,985 02	Current liabilities as follows, viz:	
Current assets as follows, viz:		Accounts payable,	6,000 00
Cash on hand,	695 22	Sundries, bills payable,	2,500 00
Profit and loss,	2,800 11		
Grand total,	$28,500 00	Grand total,	$28,500 00

MT. VERNON ELECTRIC STREET RAILWAY COMPANY.

Operated by the Scranton Railway Company.

OFFICERS.

Name.	Official Address.
J. M. Colton, President,	Philadelphia, Pa.
C. A. Pearson, Jr., Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
J. M. Colton,	Bullett Building, Philadelphia, Pa.
Wm. C. Watt,	" "
C. A. Pearson, Jr.,	" "
G. R. Nichols,	" "
Clarence Sill,	" "

Date of charter: April 6, 1893.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road and equipment,	$24,000 00	Capital stock,	$24,000 00
Grand total,	$24,000 00	Grand total,	$24,000 00

NEW CASTLE TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
R. R. Quay, President,	Pittsburg, Pa.
J. D. Cameron, Vice President,	Marietta, Pa.
E. E. Hamilton, Secretary and Treasurer,	New Castle, Pa.
Gaylord Thompson, General Manager,	"

DIRECTORS.

Name.	Official Address.
R. R. Quay,	Pittsburg, Pa.
J. D. Cameron,	Marietta, Pa.
James M. Cameron,	Harrisburg, Pa.
Walter Lyon,	Pittsburg, Pa.
Gaylord Thompson,	New Castle, Pa.

Date of charter: January 12, 1897.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$504,813 12	Capital stock,	$500,000 00
Cost of equipment,	108,435 25	Funded debt,	500,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Stock of other companies,	500,000 00	Accounts payable,	301,437 99
Current assets as follows, viz:		Profit and loss,	42,283 29
Cash on hand,	8,396 41		
Open accounts,	212,885 16		
Material and supplies on hand,	4,460 89		
Sundries,	3,730 44		
Grand total,	$1,343,721 28	Grand total,	$1,343,721 28

NEWTOWN ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Thomas P. Chambers, President,	Newtown, Pa.
George C. Worstall, Secretary,	"
Thomas P. Chambers, Treasurer,	"

DIRECTORS.

Name.	Official Address.
Thomas P. Chambers,	Newtown, Pa.
Geo. C. Worstall,	"
A. W. Watson,	"
E. H. Buckman,	"
T. S. Kenderdine,	"
Geo. C. Blackfan,	"
Wm. T. Wright,	"
Jno. B. Chambers,	"
Robert Alexander,	801 Girard Building, Philadelphia, Pa.
D. A. Hegerty,	310 Chestnut street, Philadelphia, Pa.

Date of charter: December 17, 1896.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$608,868 16	Capital stock,	$300,000 00
Cost of equipment,	5,059 68	Funded debt,	300,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	1,466 98	Interest on funded debt accrued,	6,635 95
Open accounts,	819 87	Loans,	31,250 00
Material and supplies on hand,	1,518 00		
Additions and betterments,	418 79		
Profit and loss,	19,734 97		
Grand total,	$637,885 95	Grand total,	$637,885 95

NEWTOWN, LANGHORNE AND BRISTOL TROLLEY STREET RAILWAY COMPANY.

Operated by the Newtown Electric Street Railway Company.

OFFICERS.

Name.	Official Address.
Thomas P. Chambers, President,	Newtown, Pa.
Thomas J. Janney, Secretary,	"
Thomas P. Chambers, Treasurer,	"

DIRECTORS.

Name.	Official Address.
Henry W. Watson,	Langhorne, Pa.
Harvey H. Gillam,	"
Edw. W. Magill,	801 Girard Building, Philadelphia, Pa.
G. S. W. Brubaker,	1001 Witherspoon Building, Philadelphia, Pa.
Jno. B. Chambers,	Newtown, Pa.
Thomas J. Janney,	"

Date of charter: March 28, 1895.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road and equipment,	$230,700 00	Capital stock,	$118,000 00
		Funded debt,	112,700 00
Grand total,	$230,700 00	Grand total,	$230,700 00

NORRISTOWN PASSENGER RAILWAY COMPANY.

Operated by the Schuylkill Valley Traction Company.

OFFICERS.

Name.	Official Address.
John A. Rigg, President,	Reading, Pa.
M. C. Aulenbach, Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
John A. Rigg,	Reading, Pa.
Henry C. Moore,	"
N. H. Larzelere,	"
H. C. Jones,	"

Date of charter: June 23, 1884.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$156,974 90	Capital stock,	$75,000 00
Current assets as follows, viz:		Funded debt,	75,000 00
Cash on hand,	13 67	Profit and loss,	7,460 07
Open accounts,	471 50		
Grand total,	$157,460 07	Grand total,	$157,460 07

NORTHAMPTON CENTRAL STREET RAILWAY COMPANY.

Operated by the Lehigh Valley Traction Company.

OFFICERS.

Name.	Official Address.
W. Hinckle Smith, President,	Philadelphia, Pa.
E. B. Maltby, Secretary,	Easton, Pa.
A. D. Chidsey, Treasurer,	"

DIRECTORS.

Name.	Official Address.
J. S. Rodenbaugh,	Easton, Pa.
J. V. Bull,	"
S. H. Hackett,	"
Samuel Harris,	Allentown, Pa.

Date of charter: March 3, 1899.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$88,815 03	Capital stock,	$72,000 00
Cost of equipment,	665 24	Current liabilities as follows, viz:	
		Accounts payable,	17,480 27
Grand total,	$89,480 27	Grand total,	$89,480 27

NORTHERN PASSENGER RAILWAY COMPANY.

Operated by the Union Traction Company.

OFFICERS.

Name.	Official Address.
John B. Parsons, President,	Philadelphia, Pa.
Chas. O. Kruger, Secretary,	"

DIRECTORS.

Name.	Official Address.
John B. Parsons,	Philadelphia, Pa.
Geo. W. Elkins,	"
Wm. H. Shelmerdine,	"
J. J. Sullivan,	"
Geo. D. Widner,	"

Date of charter: September 29, 1890.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$18,346 26	Capital stock,	$15,000 00
Cost of equipment,	3,496 98	Current liabilities as follows, viz:	
Current assets as follows, viz:		Accounts payable,	20,280 62
Cash on hand,	12,528 93		
Grand total,	$35,372 17	Grand total,	$35,372 17

OIL CITY STATION RAILWAY COMPANY.

Operated by the Oil City Street Railway Company.

OFFICERS.

Name.	Official Address.
D. J. Geary, President,	Oil City, Pa.
W. B. Filson, Secretary and Treasurer,	"
John R. Fobes, General Manager,	"

DIRECTORS.

Name.	Official Address.
D. J. Geary,	Oil City, Pa.
D. T. Borland,	Siverly, Pa.
Wm. Hasson,	Oil City, Pa.
Jas. Seep,	Titusville, Pa.
Eugene Liebel,	Philadelphia, Pa.

Date of charter: September 12, 1896.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$32,085 33	Capital stock,	$31,745 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Bills receivable,	5,988 42	Accounts payable,	566 59
		Profit and loss,	5,762 16
Grand total,	$38,073 75	Grand total,	$38,073 75

OIL CITY STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
D. J. Geary, President,	Oil City, Pa.
W. B. Filson, Secretary and Treasurer,	"
Jno. R. Fobes, General Manager,	"

DIRECTORS.

Name.	Official Address.
D. J. Geary,	Oil City, Pa.
D. T. Borland,	"
Wm. Hasson,	"
Jos. Seep,	"
Eugene Liebel,	"

Date of charter: June 25, 1889.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$90,861 89	Capital stock,	$90,000 00
Cost of equipment,	48,178 38	Funded debt,	25,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Bridge tolls,	12,500 00	Accounts payable,	22,666 84
Current assets as follows, viz:		Sundries,	50 00
Bills receivable,	252 76	D. J. Geary,	74,098 86
Open accounts,	984 80		
Additions and betterments,	14,723 28		
Profit and loss,	44,314 59		
Grand total,	$211,815 70	Grand total,	$211,815 70

OLEAN, ROCK CITY AND BRADFORD RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
H. L. Pierce, President,	Leominster, Mass.
F. A. Gallagher, Secretary,	Bradford, Pa.
Chas. E. Hudson, Treasurer and General Manager,	"

DIRECTORS.

Name.	Official Address.
H. L. Pierce,	Leominster, Mass.
Chas. E. Hudson,	Bradford, Pa.
H. I. Pierce,	"
C. J. Thompson,	"
Geo. H. Mills,	"
Geo. Fobes,	Olean, N. Y.
Cathrine Hudson,	Bradford, Pa.
C. A. Richardson,	Greenfield, Mass.
F. A. Gallagher,	Bradford, Pa.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$314,598 67	Capital stock,	$210,000 00
Cost of equipment,	128,594 52	Funded debt,	200,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	265 46	Accounts payable,	2,533 11
Bills receivable,	11,578 10	Sundries,	38,885 88
		Profit and loss,	3,617 76
Grand total,	$455,036 75	Grand total,	$455,036 75

PATTERSON HEIGHTS STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
John Reeves, President,	Beaver Falls, Pa.
John T. Reeves, Secretary,	"
Fred. Haser, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
John Reeves,	Beaver Falls, Pa.
Harry Patterson,	"
Harry Reeves,	"
James F. Merriman,	"
Charles H. Meyers,	"
John T. Reeves,	"

Date of charter: July 3, 1895.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$9,254 10	Capital stock,	$6,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	47 92	Loans,	5,000 00
Profit and loss,	1,697 98		
Grand total,	$11,000 00	Grand total,	$11,000 00

PENNSYLVANIA MOTOR COMPANY.

Operated by the Lehigh Valley Traction Company.

OFFICERS.

Name.	Official Address.
J. V. Bull, President,	Easton, Pa.
E. B. Maltby, Secretary,	"
A. D. Chidsey, Treasurer,	"

DIRECTORS.

Name.	Official Address.
J. V. Bull,	Easton, Pa.
Geo. W. Norris,	Philadelphia, Pa.
Samuel Harris,	Allentown, Pa.
S. H. Hackett,	Easton, Pa.
J. S. Rodenbough,	"
Edward B. Smith,	Philadelphia, Pa.
W. M. Davis,	Phillipsburg, N. J.

Date of charter: November 15, 1888.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$191,179 96	Capital stock,	$120,000 00
Cost of equipment,	18,000 00	Funded debt,	60,000 00
		Current liabilities as follows, viz:	
		Due lessee company for "additions and betterments,"	21,679 96
		Accounts payable,	7,500 00
Grand total,	$209,179 96	Grand total,	$209,179 96

PEOPLE'S PASSENGER RAILWAY COMPANY.

Operated by the Union Traction Company.

OFFICERS.

Name.	Official Address.
John B. Parsons, President,	Philadelphia, Pa.
Chas. O. Kruger, Secretary,	"

DIRECTORS.

Name.	Official Address.
John B. Parsons,	Philadelphia, Pa.
Geo. W. Elkins,	"
Wm. H. Shelmerdine,	"
J. J. Sullivan,	"
Geo. D. Weidner,	"

Date of charter: April 15th, 1873.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$4,553,737 70	Capital stock,	$924,055 98
Cost of equipment,	2,276,687 41	Funded debt,	1,075,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Lease cost account,	1,110,788 47	Accounts payable,	70,687 29
Real estate,	9,833 33	Ground rents,	76,520 62
Current assets as follows, viz:		Due People's Traction Co. for construction and equipment,	5,538,596 13
Sinking fund,	145,000 00	Leased equipment account,	194,707 50
		Profit and loss,	287,167 63
Grand total,	$8,096,046 91	Grand total,	$8,096,046 91

PEOPLE'S STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
K. M. Smith, President,	Alden, Pa.
Geo. T. Morgan, Vice President,	Nanticoke, Pa.
R. H. Conover, Secretary and Treasurer,	"
A. Van Alstyne, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
K. M. Smith,	Alden, Pa.
Geo. T. Morgan,	Nanticoke, Pa.
R. H. Conover,	"
A. E. Pond,	West Haven, Conn.
M. C. Dizes,	East Weymouth, Mass.

Date of charter: September 27, 1892.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$151,730 00	Capital stock,	$100,000 00
Cost of equipment,	48,915 38	Funded debt,	100,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	3,471 44	Interest on funded debt due and accrued,	3,000 00
Material and supplies on hand,	2,354 62	Profit and loss,	3,471 44
Grand total,	$206,471 44	Grand total,	$206,471 44

PHILADELPHIA, CHELTENHAM AND JENKINSTOWN PASSENGER RAILWAY COMPANY.

Operated by the Union Traction Company.

OFFICERS.

Name.	Official Address.
John B. Parsons, President,	Philadelphia, Pa.
Chas. O. Kruger, Secretary,	"

DIRECTORS.

Name.	Official Address.
John B. Parsons,	Philadelphia, Pa.
Geo. W. Elkins,	"
Wm. H. Shelmerdine,	"
J. J. Sullivan,	"
Alfred Smith,	"
Thomas Dolan,	"
Geo. D. Widner,	"

Date of charter: August 9, 1892.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$639,687 62	Capital stock,	$60,000 00
Cost of equipment,	263,241 09	Current liabilities as follows, viz:	
Current assets as follows, viz:		People's Traction Co. for construction,	948,512 24
Cash on hand,	54,000 00		
People's Passenger Railway, interest assumed,	51,583 53		
Grand total,	$1,008,512 24	Grand total,	$1,008,512 24

PHILADELPHIA AND CHESTER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
John A. Rigg, President,	12 South Fifth street, Reading, Pa.
H. C. Moore, Vice President,	Trenton, N. J.
Wm. S. Bell, Secretary and Treasurer,	Philadelphia, Pa.
A. G. Davids, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
John A. Rigg,	Reading, Pa.
H. C. Moore,	Trenton, N. J.
E. J. Moore,	Philadelphia, Pa.
R. N. Carson,	"
R. N. Buckley,	"

Date of organization: October 31, 1900.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$632,499 70	Capital stock,	$350,000 00
Current assets as follows, viz:		Funded debt,	270,000 00
Cash on hand,	982 50	Current liabilities as follows, viz:	
Open accounts,	676 39	Interest on funded debt due and accrued,	2,250 00
Profit and loss,	9,030 66	Accounts payable,	14,198 25
		Sundries,	6,750 00
Grand total,	$643,198 25	Grand total,	$643,198 25

PHILADELPHIA CITY RAILWAY COMPANY.

Operated by the Union Traction Company, of Philadelphia.

OFFICERS.

Name.	Official Address.
William W. Colket, President,	202 Walnut Place, Philadelphia, Pa.
T. W. Pennypacker, Secretary and Treasurer,	" "

DIRECTORS.

Name.	Official Address.
W. S. Wilson,	New Centreville, Chester Co., Pa.
John M. Chesnut,	Philadelphia, Pa.
William Cochran,	"
Collins W. Walton,	"
John A. Brown, Jr.,	"
William West,	King of Prussia, Montgomery Co., Pa.

Date of charter: April 9, 1859.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$650,748 38	Capital stock,	$475,000 00
Cost of equipment,	226,094 50	Funded debt,	300,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	87,617 20	Dividends unpaid,	1,314 70
		Funded debt, Darby division,	43,000 00
		Rental of road account,	75,000 00
		Profit and loss,	69,145 38
Grand total,	$963,460 08	Grand total,	$963,460 08

PHILADELPHIA AND DARBY RAILWAY COMPANY.

Operated by the Union Traction Company, of Philadelphia, Pa.

OFFICERS.

Name.	Official Address.
Beauveau Borie, President,	202 Walnut Place, Philadelphia, Pa.
William W. Colket, Secretary,	" "

DIRECTORS.

Name.	Official Address.
Benj. S. Kunkle,	1609 Wallace street, Philadelphia, Pa.
Josiah Kisterbock, Jr.,	1824 Arch street, Philadelphia, Pa.
John Kisterbock,	2002 Market street, Philadelphia, Pa.
Wm. W. Colket,	2018 Chestnut street, Philadelphia, Pa.
Wm. H. Pennypacker,	Schuylkill P. O. Chester Co., Pa.
Collins W. Walton,	1713 Spring Garden street, Philadelphia, Pa.

Date of charter: April 28, 1857.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road and equipment,	$300,000 00	Capital stock,	$200,000 00
		Funded debt,	100,000 00
Grand total,	$300,000 00	Grand total,	$300,000 00

PHILADELPHIA AND GRAYS FERRY PASSENGER RAILWAY COMPANY.

Operated by the Union Traction Company, of Philadelphia.

OFFICERS.

Name.	Official Address.
Edward Hopkinson, President,	Philadelphia, Pa.
Lewis S. Renshaw, Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
Richard Dale,	Philadelphia, Pa.
S. W. Woodhouse,	"
B. Frank Hart,	"
Lewis Elkins,	"
Isaac W. Jeanes,	"
William Dulles,	"

Date of charter: April 9, 1858.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$249,514 40	Capital stock,	$309,707 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Stock of other companies,	49,575 00	Dividends unpaid,	51 03
Over-issued stock,	10,000 00	Accounts payable, conductors and drivers deposits,	26 19
Current assets as follows, viz:		Profit and loss,	6,035 16
Cash on hand,	6,729 98		
Grand total,	$315,819 38	Grand total,	$315,819 38

PHILADELPHIA AND LEHIGH VALLEY TRACTION COMPANY.

Operated by the Lehigh Valley Traction Company.

OFFICERS.

Name.	Official Address.
Francis J. Crilly, President,	Souderton, Pa.
C. M. Bates, Secretary and Treasurer,	Allentown, Pa.
H. B. Wescott, Superintendent,	Souderton, Pa.

DIRECTORS.

Name.	Official Address.
R. E. Wright,	Allentown, Pa.
John B. Hoefgen,	"
Loftin E. Johnson,	"
Samuel Harris,	"
C. M. Bates,	"
Francis J. Crilly,	"
John Honecker,	Easton, Pa.

Date of charter: February 14, 1901.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$200,000 00	Capital stock,	$200,000 00
Cost of equipment,	200,000 00	Funded debt,	200,000 00
Grand total,	$400,000 00	Grand total,	$400,000 00

PHILADELPHIA, MORTON AND SWARTHMORE STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Lewis J. Levick, President,	113 Arch street, Philadelphia, Pa.
Walter S. Hammett, Vice President,	69 Wall street, New York, N. Y.
Edward J. Hasse, Secretary and Treasurer,	113 Arch street, Philadelphia, Pa.

DIRECTORS.

Name.	Official Address.
Lewis J. Levick,	113 Arch street, Philadelphia, Pa.
Fredk. W. Hammett,	" "
B. Griffith Jones,	North American Building, Philadelphia, Pa.
Edward J. Hasse,	113 Arch street, Philadelphia, Pa.
W. H. Fox,	North American Building, Philadelphia, Pa.
W. S. Hammett,	69 Wall street, New York, N. Y.
E. A. Hopkins,	35 Parliament street, London, England.

Date of charter: February 24, 1899.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road and equipment,	$278,282 50	Capital stock,	$285,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	283 53	Accounts payable,	1,791 36
Bills receivable,	1,000 00		
Due by agents,	26 00		
Open accounts,	195 96		
Profit and loss,	7,004 37		
Grand total,	$286,791 36	Grand total,	$286,791 36

STATION AT GERMANTOWN JUNCTION, PA.

Pennsylvania Railroad Company.

HARVARD LIBRARY

PHILADELPHIA TRACTION RAILWAY COMPANY.

Operated by the Union Traction Company, of Philadelphia.

OFFICERS.

Name.	Official Address.
Geo. D. Widener, President,	Philadelphia, Pa.
Wm. L. Elkins, Vice President,	"
Jno. B. Peddle, Treasurer,	"

DIRECTORS.

Name.	Official Address.
P. A. B. Widener,	Philadelphia, Pa.
Wm. L. Elkins,	"
Thomas Dolan,	"
Jno. B. Parsons,	"
J. B. Altemus,	"
Geo. W. Elkins,	"

Date of charter: August 29, 1883.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$773,067 51	Capital stock,	$20,000,000 00
Cost of equipment,	3,429,550 04	Funded debt,	823,748 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Stock of other companies,	5,106,155 25	Open accounts,	3,969,765 07
Current assets as follows, viz:		Profit and loss,	60,920 23
Cash on hand,	2,755 85		
Material and supplies on hand,	119,561 17		
Additions and betterments on leased lines,	15,423,343 43		
Grand total,	$24,854,433 30	Grand total,	$24,854,433 30

PHILADELPHIA AND WEST CHESTER TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
A. M. Taylor, President,	West End Trust Building, Philadelphia, Pa.
C. Russel Hinchman, Secretary and Treasurer,	Fourth and Chestnut streets, Philadelphia, Pa.
F. C. Davis, General Superintendent,	Llanerch, Delaware county, Pa.
C. L. Rihl, Auditor,	West End Trust Building, Philadelphia, Pa.

DIRECTORS.

Name.	Official Address.
Chas. S. Hinchman,	Fourth and Chestnut streets, Philadelphia, Pa.
Wm. S. Taylor,	6020 Overbrook avenue, Overbrook, Pa.
Wm. C. Alderson,	228 South Third street, Philadelphia, Pa.
A. M. Taylor,	West End Building, Philadelphia, Pa.
Wm. Rotch Wister,	Fifth and Walnut streets, Philadelphia, Pa.
Dr. Chas. B. Penrose,	1720 Spruce street, Philadelphia, Pa.
J. N. M. Shimer,	Bullitt Building, Philadelphia, Pa.

Date of charter: April 24, 1895.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$661,204 14	Capital stock,	$548,937 50
Cost of equipment,	240,667 80	Funded debt,	390,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Stock of other companies,	83,416 97	Accounts payable,	85,201 78
Subscription Philadelphia and Castle Rock,	2,250 00		
Current assets as follows, viz:			
Cash on hand,	3,783 70		
Open accounts,	13,380 22		
Loss for 1899 and 1900, etc.,	16,056 42		
Profit and loss,	3,380 03		
Grand total,	$1,024,139 28	Grand total,	$1,024,139 28

PITTSBURGH AND BIRMINGHAM TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
W. L. Mellon, President,	Pittsburg, Pa.
A. W. Mellon, Vice President,	"
Geo. S. Davison, Secretary and General Manager,	"
R. B. Mellon, Treasurer,	"
Weaver H. Rogers, Assistant Secretary,	"

DIRECTORS.

Name.	Official Address.
W. L. Mellon,	Pittsburg, Pa.
A. W. Mellon,	"
R. B. Mellon,	"
W. S. Mitchell,	"
Geo. S. Davison,	"
I. H. Gross,	"
C. F. Farren,	"

Date of charter: August 15, 1889.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$1,372,287 73	Capital stock,	$3,000,000 00
Cost of equipment,	266,600 00	Funded debt,	1,500,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Stock of other companies,	1,208,462 50	Interest on funded debt due and accrued,	43,003 72
Property and franchises,	2,892,236 71	Dividends unpaid,	11 25
Horses,	1,430 00	Accounts payable,	59,377 66
Current assets as follows, viz:		Guaranteed bonds of other companies,	1,010,000 00
Cash on hand,	29,520 73	Debenture bonds,	124,000 00
Open accounts,	173,981 25	Profit and loss,	220,924 89
Material and supplies on hand,	12,798 60		
Grand total,	$5,957,317 52	Grand total,	$5,957,317 52

PITTSBURG, McKEESPORT AND CONNELLSVILLE RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
W. H. Graham, President,	Pittsburg, Pa.
M. K. Salsbury, Secretary,	"
Geo. I. Whitney, Treasurer,	"
M. R. McAdoo, General Manager,	"

DIRECTORS.

Name.	Official Address.
W. H. Graham,	Pittsburg, Pa.
M. K. Salsbury,	"
E. C. Converse,	New York, N. Y.
Jas. S. Kuhn,	Pittsburg, Pa.
W. S. Kuhn,	"
Geo. J. Gorman,	"
Wilson A. Shaw,	"
John D. Nicholson,	"
Chas. A. Painter,	"
Geo. I. Whitney,	"

Date of charter: December 31, 1900.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$2,204,719 00	Capital stock,	$1,050,000 00
Profit and loss,	22,836 00	Funded debt,	1,155,000 00
		Current liabilities as follows, viz:	
		Loans,	22,045 06
		Sale of old material,	509 94
Grand total,	$2,227,555 00	Grand total,	$2,227,555 00

PITTSTON AND SCRANTON STREET RAILWAY COMPANY.

Operated by the Scranton Railway Company.

OFFICERS.

Name.	Official Address.
J. M. Colton, President,	Bullitt Building, Philadelphia, Pa.
C. Ford Stevens, Secretary and Treasurer,	" "

DIRECTORS.

Name.	Official Address.
J. M. Colton,	Philadelphia, Pa.
H. A. McCarthy,	"
G. R. Nichols,	"
Clarence Sill,	"
Wm. C. Watt,	"

Date of charter: November 7, 1898.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$61,299 33	Capital stock,	$60,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	82 91	Sundries, interest,	1,382 24
Grand total,	$61,382 24	Grand total,	$61,382 24

PITTSBURG TRACTION COMPANY.

Operated by the Consolidated Traction Company.

OFFICERS.

Name.	Official Address.
Geo. W. Elkins, President,	Pittsburg, Pa.
F. H. Steele, Secretary,	"

DIRECTORS.

Name.	Official Address.
T. H. Given,	Pittsburg, Pa.
Joshua Rhoades,	"
George W. Elkins,	"
B. F. Jones,	"
Jno. A. Bell,	"
M. K. McMullin,	"
W. Kesley Scheoff,	"

Date of charter: April 30, 1887.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$1,521,433 15	Capital stock,	$1,900,000 00
Cost of equipment,	204,459 78	Funded debt,	1,000,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Stock of other companies,	1,029,000 00	Accounts payable,	8,089 45
Charters and franchises,	10,479 94	Sundries,	160,568 15
Current assets as follows, viz:		Profit and loss,	496,226 21
Cash on hand,	4,734 92		
Open accounts,	2,156 84		
Additions and betterments,	792,619 18		
Grand total,	$3,564,883 81	Grand total,	$3,564,883 81

POTTSTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Geo. N. Malsberger, President,	Pottstown, Pa.
S. H. Fridy, Secretary and Treasurer,	"
Geo. A. Miller, Superintendent,	"

DIRECTORS.

Name.	Official Address.
Geo. N. Malsberger,	Pottstown, Pa.
Calvin Fegely,	"
Jacob C. Sotter,	"
J. Allen Healy,	"
S. H. Fridy,	"

Date of charter: July 3, 1890.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$130,290 86	Capital stock,	$87,500 00
Cost of equipment,	29,060 72	Funded debt,	75,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Deficit last report, stock and bonds issued in March 1, 1900, and applied to reorganization of finances,	31,049 52	Interest on funded debt due and accrued,	937 50
Current assets as follows, viz:		Loans,	24,500 00
Cash on hand,	1,161 49	Sundries,	4,489 28
Open accounts,	122 13		
Materials and supplies on hand,	467 33		
Loss,	284 73		
Grand total,	$192,426 78	Grand total,	$192,426 78

PITTSBURG TRACTION COMPANY.

Operated by the Consolidated Traction Company.

OFFICERS.

Name.	Official Address.
Geo. W. Elkins, President,	Pittsburg, Pa.
F. H. Steele, Secretary,	"

DIRECTORS.

Name.	Official Address.
T. H. Given,	Pittsburg, Pa.
Joshua Rhoades,	"
George W. Elkins,	"
B. F. Jones,	"
Jno. A. Bell,	"
M. K. McMullin,	"
W. Kesley Scheoff,	"

Date of charter: April 30, 1887.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$1,521,433 15	Capital stock,	$1,900,000 00
Cost of equipment,	204,459 78	Funded debt,	1,000,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Stock of other companies,	1,029,000 00	Accounts payable,	8,089 45
Charters and franchises,	10,479 94	Sundries,	160,568 15
Current assets as follows, viz:		Profit and loss,	496,226 21
Cash on hand,	4,734 92		
Open accounts,	2,156 84		
Additions and betterments,	792,619 18		
Grand total,	$3,564,883 81	Grand total,	$3,564,883 81

POTTSTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Geo. N. Malsberger, President,	Pottstown, Pa.
S. H. Fridy, Secretary and Treasurer,	"
Geo. A. Miller, Superintendent,	"

DIRECTORS.

Name.	Official Address.
Geo. N. Malsberger,	Pottstown, Pa.
Calvin Fegely,	"
Jacob C. Sotter,	"
J. Allen Healy,	"
S. H. Fridy,	"

Date of charter: July 3, 1890.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$130,290 86	Capital stock,	$87,500 00
Cost of equipment,	29,050 72	Funded debt,	75,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Deficit last report, stock and bonds issued in March 1, 1900, and applied to reorganization of finances,	31,049 52	Interest on funded debt due and accrued,	937 50
Current assets as follows, viz:		Loans,	24,500 00
Cash on hand,	1,161 49	Sundries,	4,489 28
Open accounts,	122 13		
Materials and supplies on hand,	467 23		
Loss,	284 73		
Grand total,	$192,426 78	Grand total,	$192,426 78

POTTSVILLE AND READING RAILWAY COMPANY.

Operated by the Pottsville Union Traction Company.

OFFICERS.

Name.	Official Address.
Frederick H. Treat, President,	Wayne, Pa.
W. C. Pollock, Jr., Secretary and Treasurer,	Philadelphia, Pa.

DIRECTORS.

Name.	Official Address.
Clarence P. King,	Philadelphia, Pa.
Thomas B. Prosser,	"
Marshall S. Collingwood,	"
Edward L. Nichols,	"
William F. North,	"

Date of charter: May 5, 1892.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$156,600 00	Capital stock,	$56,600 00
		Funded debt,	100,000 00
Grand total,	$156,600 00	Grand total,	$156,600 00

POTTSVILLE UNION TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
C. P. King, President,	Philadelphia, Pa.
Thos. B. Prosser, Vice President,	"
W. C. Pollock, Jr., Secretary,	"
J. B. Hoellman, Treasurer,	Pottsville, Pa.
D. J. Duncan, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
Roland C. Luther,	Pottsville, Pa.
William F. North,	Philadelphia, Pa.
Tohmas B. Prosser,	"
Frederick W. Treat,	"
William C. Pollock, Jr.,	"
Sheldon P. Ritter,	"
C. Barclay Taylor,	"
Henry H. Pearson, Jr.,	"
Marshall S. Collingwood,	"

Date of charter: March 15, 1899.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road and equipment,	$1,247,062 28	Capital stock,	$1,250,000 00
Other permanent investments as follows, viz:		Funded debt,	250,000 00
Real estate account,	1,000 00	Profit and loss,	4,418 61
Leasehold,	250,000 00		
Current assets as follows, viz:			
Cash on hand,	1,270 11		
Bills receivable,	33 33		
Open accounts,	2,273 33		
Material and supplies on hand,	2,779 56		
Grand total,	$1,504,418 61	Grand total,	$1,504,418 61

PUNXSUTAWNEY PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
S. E. Wilson, President,	Punxsutawney, Pa.
D. H. Clark, Vice President and General Manager,	"
C. A. McDonald, Secretary,	"
Geo. W. Kipp, Treasurer,	"
H. W. Dinsmore, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
S. E. Wilson,	Punxsutawney, Pa.
D. H. Clark,	"
Geo. W. Kipp,	"
Geo. W. Black,	Sta. D, Pittsburg, Pa.
E. F. Kizer,	Towanda, Pa.

Date of charter: February 1, 1892.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road	$67,772 60	Capital stock,	$88,000 00
Cost of equipment,	29,280 05	Current liabilities as follows, viz:	
Current assets as follows, viz:		Due lessee company for "additions and betterments,"	17,052 65
Cash on hand,	442 86	Profit and loss,	2,495 47
Profit and loss,	2,052 61		
Grand total,	$99,548 12	Grand total,	$99,548 12

QUAKERTOWN TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
C. Taylor Leland, President,	Quakertown, Pa.
Samuel R. Kramer, Secretary,	Perkasia, Pa.
W. H. Davis, Treasurer and General Superintendent,	Quakertown, Pa.

DIRECTORS.

Name.	Official Address.
C. Taylor Leland,	Quakertown, Pa.
Samuel R. Kramer,	Perkasia, Pa.
W. H. Davis,	Quakertown, Pa.
James Gregg,	Philadelphia, Pa.
W. G. Menderhall,	"
C. R. Miller,	"

Date of charter: November 27, 1896.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$363,809 15	Capital stock,	$141,900 00
Cost of equipment,	16,798 32	Funded debt,	135,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Stock of other companies,	5,720 00	Interest on funded debt due and accrued,	690 00
Cash on hand,	526 62	Loans,	113,220 76
Open accounts,	1,810 00	Accounts payable,	21,304 17
Profit and loss,	23,450 84		
Grand total,	$412,114 93	Grand total,	$412,114 93

READING CITY PASSENGER RAILWAY COMPANY.

Operated by the United Traction Company.

OFFICERS.

Name.	Official Address.
B. F. Owen, President,	515 and 517 Court street, Reading, Pa.
Henry A. Muhlenberg, Secretary and Treas.,	520 Washington street, Reading, Pa.

DIRECTORS.

Name.	Official Address.
B. F. Owen,	545 Centre Avenue, Reading, Pa.
Charles H. Shaffer,	524 Washington street, Reading, Pa.
James Rick,	632 Centre Avenue, Reading, Pa.
Charles Rick,	634 Centre Avenue, Reading, Pa.
Wm. P. McIlvain,	210 North Fifth street, Reading, Pa.
Albert Phalhemr,	141 and 143 Cedar street, Reading, Pa.
James S. Douglas,	211 South Fifth street, Reading, Pa.
Mathew Harbster,	742 Centre avenue, Reading, Pa.
Henry A. Muhlenberg,	200 North Fourth street, Reading, Pa.

Date of charter: December 18, 1872.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road and equipment,	$491,753 17	Capital stock,	$350,000 00
Current assets as follows, viz:		Funded debt,	112,000 00
Cash on hand,	1,699 70	Current liabilities as follows, viz:	
		Life tickets,	3,000 00
		Profit and loss,	28,453 87
Grand total,	$493,452 87	Grand total,	$493,452 87

READING AND SOUTH WESTERN STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
J. W. Shepp, President,	Reading, Pa.
D. B. Shepp, Vice President,	"
V. S. Seltzer, Secretary and Treasurer,	"
J. H. Passmore, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
D. B. Shepp,	Reading, Pa.
J. H. Rothermel,	"
John Shepp,	"
John H. Printz,	"
S. B. Shepp,	"
Wm. J. Uhl,	"
W. K. Stevens,	"
E. H. Deysher,	"
R. L. Jones,	"
J. H. O'Reilly,	"
G. Fred Mertz,	"
V. S. Seltzer,	"

Date of charter: November 24, 1890.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$156,223 07	Capital stock,	$120,000 00
Cost of equipment,	86,615 67	Funded debt,	75,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	801 43	Loans,	28,528 69
Bills receivable,	5,182 57	Accounts payable,	3,440 09
Material and supplies on hand,	1,600 00	Profit and loss,	9,453 96
Grand total,	$246,422 74	Grand total,	$246,422 74

READING AND TEMPLE ELECTRIC RAILWAY COMPANY.

Operated by the Reading Traction Company.

OFFICERS.

Name.	Official Address.
Benjamin F. Owen, President,	Reading, Pa.
Frank S. Livingood, Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
Mathias Moyer,	Reading, Pa.
W. B. McKnight,	"
William McIlvain,	"
William D. Smith,	"
Frank S. Livingood,	"

Date of charter: February 26, 1892.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$128,886 72	Capital stock,	$71,700 00
Cost of equipment,	31,755 84	Funded debt,	71,700 00
		Current liabilities as follows, viz: Profit and loss, sale of stock and bonds,	17,218 41
		Profit and loss,	24 15
Grand total,	$160,642 56	Grand total,	$160,642 56

READING TRACTION COMPANY.

Operated by the United Traction Company.

OFFICERS.

Name.	Official Address.
John A. Rigg, President,	12 South Fifth street, Reading, Pa.
M. C. Aulenbach, Secretary and Treasurer,	" "

DIRECTORS.

Name.	Official Address.
John A. Rigg,	Reading, Pa.
R. L. Jones,	"
O. S. Geiger,	"
R. N. Carson,	"
R. N. Buckley,	"

Date of charter: March 9, 1893.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$208,211 65	Capital stock,	$1,000,000 00
Cost of equipment,	177,229 96	Funded debt,	445,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Stock of other companies,	199,860 00	Dividends unpaid,	15,000 00
Property,	1,027,925 80	Loans,	199,860 00
Car houses,	34,766 80	Sundries,	644 70
Office fixtures,	1,000 89		
Current assets as follows, viz:			
Cash on hand,	15,126 00		
Open accounts,	627 67		
Profit and loss,	756 93		
Grand total,	$1,660,504 70	Grand total,	$1,660,504 70

RIDGE AVENUE CONNECTING PASSENGER RAILWAY COMPANY.

Operated by the Union Traction Company of Philadelphia.

OFFICERS.

Name.	Official Address.
Geo. D. Widener, President,	Philadelphia, Pa.
Jno. B. Peddle, Treasurer,	"

DIRECTORS.

Name.	Official Address.
P. A. B. Widener,	Philadelphia, Pa.
Wm. L. Elkins,	"
Thomas Dolan,	"
Jno. B. Parsons,	"

Date of charter: September 6, 1892.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$15,237 00	Capital stock,	$6,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	63 00	Due lessee company for "additions and betterments,"	9,300 00
Grand total,	$15,300 00	Grand total,	$15,300 00

RIDGE AVENUE PASSENGER RAILWAY COMPANY.

Operated by the Girard College Passenger Railway Company.

OFFICERS.

Name.	Official Address.
E. B. Edwards, President,	Ridge and Susquehanna avenue, Phila., Pa.
William S. Bight, Secretary and Treasurer,	" "

DIRECTORS.

Name.	Official Address.
William S. Grant,	Philadelphia, Pa.
John Lambert,	"
R. A. F. Penrose,	"
Henry Morris,	"
Chas. B. Penrose,	"

Date of charter: April 15, 1858.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$434,811 00	Capital stock,	$420,000 00
Cost of equipment,	100,000 00	Current liabilities as follows, viz:	
Current assets as follows, viz:		Accounts payable, dividends and salary due July 1, 1901,	45,500 00
Cash on hand,	47,222 41	Sundries,	1,454 46
Open accounts,	576 10	Invested fund building office depot, stable, etc.,	139,791 49
Sundries,	14,281 25	Profit and loss,	40,144 81
Grand total,	$646,890 76	Grand total,	$646,890 76

RINGING ROCKS ELECTRIC COMPANY.

OFFICERS.

Name.	Official Address.
C. Q. Guldin, President,	Reading, Pa.
A. Hartenstine, Vice President,	Pottstown, Pa.
R. E. Sherner, Secretary,	"
H. K. Sherner, Treasurer,	"
R. E. Sherner, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
C. Q. Guldin,	Reading, Pa.
H. K. Sherner,	Pottstown, Pa.

Date of charter: September 1, 1893.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$77,435 90	Capital stock,	$50,000 00
Cost of equipment,	37,338 25	Funded debt,	54,000 00
Profit and loss,	6,105 85	Current liabilities as follows, viz:	
		Interest on funded debt due and accrued,	11,880 00
		Accounts payable,	5,000 00
Grand total,	$120,880 00	Grand total,	$120,880 00

RIVERVIEW ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
E. L. Hutchinson, President,	Beaver Falls, Pa.
W. H. Elorrson, Vice President,	New Brighton, Pa.
F. W. Walker, Secretary,	"
F. G. Barker, Treasurer,	"
Wm. Hazen, General Superintendent,	Beaver Falls, Pa.

DIRECTORS.

Name.	Official Address.
E. L. Hutchinson,	Beaver Falls, Pa.
J. D. Perrott,	"
H. F. Dillin,	"
W. H. Elorrson,	New Brighton, Pa.
T. W. Walker,	"
F. G. Barker,	"
H. T. Barker,	"

Date of charter: June 18, 1892.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$65,190 61	Capital stock,	$50,000 00
Cost of equipment,	2,835 17	Current liabilities as follows, viz:	
Current assets as follows, viz:		Loans,	22,315 37
Cash on hand,	1,228 74		
Sundries,	511 78		
Profit and loss,	2,549 07		
Grand total,	$72,315 37	Grand total,	$72,315 37

ROXBOROUGH, CHESTNUT HILL AND NORRISTOWN RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
John A. Rigg, President,	12 South Fifth street, Reading, Pa.
R. N. Carson, Vice President,	" "
M. C. Aulenbach, Secretary and Treasurer,	" "
Geo. Hoeger, General Superintendent,	Roxborough, Philadelphia, Pa.

DIRECTORS.

Name.	Official Address.
H. W. Biddle,	12 South Fifth street, Reading, Pa.
R. N. Buckley,	" "
S. F. Houston,	" "
R. N. Carson,	" "
Wm. Ring,	" "
G. M. Brill,	" "
John A. Rigg,	" "
E. J. Moore,	" "
N. C. Moore,	" "

Date of charter: Agreement of merger December 24, 1895.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$482,485 20	Capital stock,	$198,400 00
Cost of equipment,	148,413 16	Funded debt,	396,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Stock of other companies,	174,750 00	Interest on funded debt due and accrued,	1,545 83
Treasury bonds,	25,000 00	Dividends unpaid,	203 50
Current assets as follows, viz:		Loans,	188,250 00
Cash on hand,	7,251 95	Accounts payable,	5,915 19
Due by agents,	100 00	Sundries,	21,290 00
Open accounts,	1,306 67	Profit and loss,	47,343 60
Material and supplies on hand,	6,383 37		
Sundries,	13,252 67		
Grand total,	$858,948 12	Grand total,	$858,948 12

SCHUYLKILL ELECTRIC RAILWAY COMPANY.

Operated by the Pottsville Union Traction Company.

OFFICERS.

Name.	Official Address.
Clarence P. King, President,	Philadelphia, Pa.
W. C. Pollock, Jr., Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
Roland C. Luther,	Pottsville, Pa.
Frederick H. Treat,	Wayne, Pa.
William F. North,	Philadelphia, Pa.
Thomas B. Prosser,	"
Marshall S. Collingwood,	"

Date of charter: Articles of Association October 4, 1889.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$1,150,000 00	Capital stock,	$650,000 00
		Funded debt,	500,000 00
Grand total,	1,150,000 00	Grand total,	1,150,000 00

SCHUYLKILL HAVEN AND ORWIGSBURG STREET RAILWAY COMPANY.

Operated by the Pottsville Union Traction Company.

OFFICERS.

Name.	Official Address.
Clarence P. King, President,	Philadelphia, Pa.
W. C. Pollock, Jr., Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
William F. North,	Philadelphia, Pa.
W. C. Pollock, Jr.,	"
W. L. Bryant,	Schuylkill Haven, Pa.
Marshall S. Collingwood,	Philadelphia, Pa.
Sheldon P. Ritter,	"

Date of charter: March 4, 1896.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$90,000 00	Capital stock,	$30,000 00
		Funded debt,	60,000 00
Grand total,	$90,000 00	Grand total,	$90,000 00

SCHUYLKILL RIVER PASSENGER RAILWAY COMPANY.

Operated by the Union Traction Company, of Philadelphia.

OFFICERS.

Name.	Official Address.
Oliver Hopkinson, President,	Philadelphia, Pa.
Lewis S. Renshaw, Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
Joseph Hopkinson,	Philadelphia, Pa.
Samuel W. Woodhouse,	"
Edward Hopkinson,	"
Lewis Elkin,	"
Oliver Hopkinson, Jr.,	"
Isaac W. Jeanes,	"

Date of charter: April 16, 1866.

GENERAL BALANCE SHEET.

Assets.	Amount.		
Cost of road,	$47,463 54	Capital stock,	$50,000 00
Other permanent investments as follows, viz: Balance of cash paid over to the Philadelphia and Grays Ferry Pass. Ry. Co. at time of lease,	2,536 46		
Grand total,	$50,000 00	Grand total,	$50,000 00

31—8—1901

SCHUYLKILL TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
Clarke Merchant, President,	517 Arch street, Philadelphia, Pa.
Powell Evans, Vice President,	" "
J. A. McKee, Secretary and Treasurer,	" "
F. P. Unger, Superintendent,	Girardville, Pa.

DIRECTORS.

Name.	Official Address.
Spencer Cosby,	Philadelphia, Pa.
Powell Evans,	"
John F. Finney,	"
Herman Hoopes,	"
Clarke Merchant,	"
J. A. McKee,	"
Dallas Sanders,	"

Date of charter: September 26, 1892.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$2,092,979 85	Capital stock,	$2,000,000 00
Cost of equipment,	438,306 13	Funded debt,	500,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	3,451 60	Interest on funded debt due and accrued,	7,250 00
Material and supplies on hand,	1,661 55	Loans,	2,500 00
		Accounts payable,	25,262 27
		Sundries,	1,386 86
Grand total,	$2,536,399 13	Grand total,	$2,536,399 13

SCHUYLKILL VALLEY TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
John A. Rigg, President,	12 South Fifth street, Reading, Pa.
Henry C. Moore, Vice President,	" "
M. C. Aulenbach, Secretary and Treasurer,	" "
George Hoeger, General Superintendent,	Norristown, Pa.

DIRECTORS.

Name.	Official Address.
John A. Rigg,	Reading, Pa.
Henry C. Moore,	"
E. J. Moore,	"
R. N. Carson,	"
N. H. Larzelere,	"
John T. Dyer,	"
D. B. Shepp,	"

Date of charter: January 5, 1895.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$126,515 89	Capital stock,	$500,000 00
Cost of equipment,	84,016 83	Funded debt,	236,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Stock of other companies,	481,043 92	Interest on funded debt due and accrued,	6,608 34
Bonds of other companies,	100,500 00	Loans,	12,750 00
Treasury bonds,	30,000 00	Accounts payable,	5,633 22
Current assets as follows, viz:		Sundries,	12,821 56
Cash on hand,	1,349 06	Income bonds,	95,000 00
Bills receivable,	4,141 93	Reorganization fund,	13,336 44
Due by agents,	100 00		
Open accounts,	3,423 90		
Material and supplies on hand,	1,243 95		
Additions and betterments on leased lines,	9,571 73		
Sundries,	6,564 52		
West End Trust D.,	525 00		
Profit and loss,	23,742 74		
Grand total,	$836,749 50	Grand total,	$836,749 50

SCRANTON RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
C. M. Clark, President,	Philadelphia, Pa.
E. W. Clark, Jr., Vice President,	"
C. Ford Stevens, Secretary and Treasurer,	"
Frank Silliman, Jr., General Manager,	Scranton, Pa.

DIRECTORS.

Name.	Official Address.
C. M. Clark,	Philadelphia, Pa.
E. W. Clark, Jr.,	"
C. Ford Stevens,	"
C. A. Pearson, Jr.,	"
Frank Silliman, Jr.,	Scranton, Pa.
Timothy Burke,	"
John M. Burke,	"

Date of charter: December 26, 1896.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$4,936,583 65	Capital stock,	$3,000,000 00
Other permanent investments as follows, viz:		Funded debt,	3,000,000 00
Stock and bonds of other companies,	1,048,976 88	Current liabilities as follows, viz:	
Current assets as follows, viz:		Interest on funded debt due and accrued,	59,486 39
Cash on hand,	84,879 34	Accounts payable,	40,157 84
Bills receivable,	50,655 46	Accrued accounts,	34,807 36
Material and supplies on hand,	41,642 48	Profit and loss,	180,372 19
Scranton Railway first consolidated 5 per cent. bonds,	150,000 00		
Prepaid insurance,	2,085 97		
Grand total,	$6,314,823 78	Grand total,	$6,314,823 78

SCRANTON AND CARBONDALE TRACTION COMPANY.

Operated by the Scranton Railway Company.

OFFICERS.

Name.	Official Address.
C. M. Clark, President,	Bullitt Building, Philadelphia, Pa.
Chas. A. Pearson, Jr., Secretary and Treas.,	" "

DIRECTORS.

Name.	Official Address.
C. M. Clark,	Philadelphia, Pa.
S. W. Colton, Jr.,	"
Chas. A. Pearson, Jr.,	"
Wm. C. Watt,	"
G. R. Nichols,	"
C. H. Clark, Jr.,	"

Date of charter: February 23, 1893.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$613,000 00	Capital stock,	$500,000 00
Other permanent investments as follows, viz:		Funded debt,	150,000 00
Stock of other companies,	36,000 00	Current liabilities as follows, viz:	
Current assets as follows, viz:		Dividends unpaid,	1 00
Cash on hand,	2,693 15	Sundries,	790 36
		Profit and loss,	901 79
Grand total,	$651,693 15	Grand total,	$651,693 15

SCRANTON AND PITTSTON TRACTION COMPANY.

Operated by the Scranton Railway Company.

OFFICERS.

Name.	Official Address.
J. M. Colton President,	Bullitt Building, Philadelphia, Pa.
C. Ford Stevens, Secretary and Treasurer,	" "

DIRECTORS.

Name.	Official Address.
J. M. Colton,	Philadelphia, Pa.
H. A. McCarthy,	"
G. R. Nichols,	"
Clarence Sill,	"
J. P. Butler,	Scranton, Pa.

Date of charter: September 8, 1893.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$1,331,625 00	Capital stock,	$976,125 00
Cash on hand,	5,214 10	Funded debt,	355,500 00
		Current liabilities as follows, viz:	
		Interest on funded debt due and accrued,	19 50
		Profit and loss,	5,194 60
Grand total,	$1,336,839 10	Grand total,	$1,336,839 10

SECOND AND THIRD STREET RAILWAY COMPANY.

Operated by the Union Traction Company of Philadelphia.

OFFICERS.

Name.	Official Address.
Horace T. Potts, President,	316 W. Third Street, Philadelphia, Pa.
Chas. D. Matlack, Secretary and Treasurer,	2653 Frankford Avenue, Philadelphia, Pa.

DIRECTORS.

Name.	Official Address.
Alexander M. Fox,	Philadelphia, Pa.
Alexander L. Crawford,	"
William Dulles,	"
William G. Fox,	"
John H. Catherwood,	"
John Lamon,	"
Alfred Smith,	"
John L. Clawson,	"
Thomas J. Rose,	"
Charles F. Thatcher,	"
William M. Fox,	"
Samuel T. Freeman,	"

Date of charter: April 10, 1858.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$1,057,571 92	Capital stock,	$771,076 25
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	67,974 92	Dividends unpaid,	10,290 50
Sundries,	9,300 00	Sundries,	286,495 67
		Profit and loss,	66,984 42
Grand total,	$1,134,846 84	Grand total,	$1,134,846 84

SEVENTEENTH AND NINETEENTH STREET PASSENGER RAILWAY COMPANY.

Operated by Union Traction Company of Philadelphia.

OFFICERS.

Name.	Official Address.
Clay Kemble, President,	Philadelphia, Pa.
Jno. B. Peddle, Treasurer,	"

DIRECTORS.

Name.	Official Address.
Geo. W. Elkins,	Philadelphia, Pa.
Geo. D. Widener,	"
Jos. B. Altemus,	"
Wm. L. Elkins, Jr.,	"
Jno. B. Parsons,	"

Date of charter: April 12, 1859.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$864,360 47	Capital stock,	$250,000 00
Cost of equipment,	39,928 50	Funded debt,	100,000 00
		Current liabilities as follows, viz: Due lessee company for "additions and betterments,"	554,288 97
Grand total,	$904,288 97	Grand total,	$904,288 97

SHAMOKIN AND EDGWOOD ELECTRIC RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Monroe H. Kulp, President,	Shamokin, Pa.
G. Gilbert Kulp, Vice President,	"
D. C. Kaseman, Secretary and Treasurer,	"
Jerome Reed, Superintendent,	"

DIRECTORS.

Name.	Official Address.
Monroe H. Kulp,	Shamokin, Pa.
G. Gilbert Gulp,	"
D. C. Kaseman,	"
H. W. Shuman,	"
W. J. Wirst,	"
Jerome Reed,	"

Date of charter: May 26, 1900.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$50,361 25	Capital stock,	$60,000 00
Cost of equipment,	13,650 00	Funded debt,	60,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand, less interest and tax paid,	2,129 95	Interest on funded debt due and accrued,	3,000 00
Franchise,	60,000 00	Profit and loss,	3,141 20
Grand total,	$126,141 20	Grand total,	$126,141 20

SHAMOKIN AND MT. CARMEL RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
G. M. Smith, President,	Mount Carmel, Pa.
D. Rebstock, Vice President,	Lebanon, Pa.
H. R. Snavely, Secretary,	Lancaster Junction, Pa.
C. Smith, Treasurer,	Annville, Pa.
W. P. Marr, General Superintendent,	Shamokin, Pa.

DIRECTORS.

Name.	Official Address.
H. S. Snavely,	Lancaster Junction, Pa.
Israel G. Erb,	Lititz, Pa.
J. L. Stehman,	"
Thomas M. Righter,	Mount Carmel, Pa.
Morris Williams,	Wilkes-Barre, Pa.
Martin Markle,	Shamokin, Pa.
C. Smith,	Annville, Pa.

Date of charter: October 18, 1892.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$753,200 69	Capital stock,	$500,000 00
Cost of equipment,	302,325 00	Funded debt,	500,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Bonds of S. and Mt. C. E. Ry. Co. (4 per cent.),	1,500 00	Interest on funded debt due and accrcued,	63,367 87
Office at power station,	2,000 00	Loans and notes,	23,017 35
Furniture,	350 00		
Current assets as follows, viz:			
Cash on hand,	3,934 92		
Material and supplies on hand,	1,500 00		
Profit and loss,	31,575 21		
Grand total,	$1,086,385 82	Grand total,	$1,086,385 82

SLATE BELT ELECTRIC RAILWAY COMPANY.

Operated by the Lehigh Valley Traction Company.

OFFICERS.

Name.	Official Address.
G. A. Schneebeli, President,	Nazareth, Pa.
R. B. Keys, Secretary,	Bethlehem, Pa.
Clarence A. Walle, Treasurer,	"

DIRECTORS.

Name.	Official Address.
Truman M. Dodsen,	Bethlehem, Pa.
James Thomas,	Catasauqua, Pa.
Chas. R. Horn,	"
A. S. Keck,	Allentown, Pa.
J. J. McKee,	Bethlehem, Pa.
Alvin Hill,	"
Geo. H Walle,	"
Clarence A. Walle,	"
G. A. Schneebeli,	Nazarath, Pa.

Date of charter: February 14, 1899.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$659,697 28	Capital stock,	$360,000 00
Cost of equipment,	60,302 72	Funded debt,	360,000 00
Grand total,	$720,000 00	Grand total,	$720,000 00

SOUTHERN TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
James D. Callery, President,	Pittsburg, Pa.
T. H. Given, Vice President,	"
W. B. Carson, Secretary,	"
W. J. Burns, Jr., Treasurer,	"
John Daly, Superintendent,	"

DIRECTORS.

Name.	Official Address.
James D. Callery,	Pittsburg, Pa.
T. H. Given,	"
J. H. Reed,	"
M. K. McMullin,	"
Joshua Rhoades,	"
A. W. Mellon,	"
P. A. B. Widener,	Philadelphia, Pa.

Date of charter: May 25, 1871.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$4,517,616 35	Capital stock,	$5,000,000 00
Other permanent investments as follows, viz:		Funded debt,	4,479,000 00
Stock of other companies,	5,072,000 00	Current liabilities as follows, viz:	
Current assets as follows, viz:		Interest on funded debt due and accrued,	37,580 00
Cash on hand,	36,142 35	Loans,	61,698 09
Due by agents,	500 00	Accounts payable,	52,182 60
Open accounts,	8,352 28	Profit and loss,	11,365 26
Material and supplies on hand,	4,684 65		
Insurance premiums unexpired,	2,530 32		
Grand total,	$9,641,825 95	Grand total,	$9,641,825 95

SOUTH SIDE PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
J. Henry Cochran, President,	Williamsport, Pa.
Earnest H. Davis, Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
E. B. Westfall,	Williamsport, Pa.
J. B. Keanse,	"
F. R. Payne,	"
H. C. McCormick,	"

Date of charter: March 31, 1892.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$50,040 37	Capital stock,	$25,000 00
Current assets as follows, viz:		Funded debt,	25,000 00
Cash on hand,	1,873 33	Current liabilities as follows, viz:	
Open accounts,	5,404 04	Interest on funded debt due and accrued,	625 00
		Accounts payable,	994 30
		Taxes due and accrued,	197 35
		Profit and loss,	5,501 59
Grand total,	$57,318 24	Grand total,	$57,318 24

SOUTH WESTERN STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
John A. Rigg, President,	12 S. Fifth Street, Reading, Pa.
Henry C. Moore, Vice President,	" "
M. C. Aulenbach, Secretary and Treasurer,	" "
A. G. Davids, General Superintendent,	Station W, Philadelphia, Pa.

DIRECTORS.

Name.	Official Address.
John A. Rigg,	12 S. Fifth Street, Reading, Pa.
Henry C. Moore,	" "
Robert N. Carson,	" "
Edward J. Moore,	" "
R. Nelson Buckley,	" "

Date of charter: September 3, 1897.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$816,977 44	Capital stock,	$400,000 00
Cost of equipment,	62,626 75	Funded debt,	400,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	1,777 19	Interest on funded debt due and accrued,	7,750 00
Due by agents,	50 00	Loans,	96,827 71
Material and supplies on hand,	1,050 98	Accounts payable,	673 97
Sundries,	10,864 72	Sundries,	11,282 06
Profit and loss,	23,297 26		
Grand total,	$916,643 74	Grand total,	$916,643 74

STROUDSBURG PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
F. H. Smith, President,	Stroudsburg, Pa.
C. B. Stables, Secretary,	"
Wm. Gunsaulis, Treasurer,	"
E. F. Smith, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
F. H. Smith,	Stroudsburg, Pa.
W. S. Shaffer,	"
C. B. Staples,	"
Geo. C. Adams,	Delaware, N. J.
I. S. Case,	Tobyhanna Mills, Pa.

Date of charter: 1869.

GENERAL BALANCE SHEET.

Assets.	Amount.	Assets.	Amount.
Cost of road,	$41,750 00	Capital stock,	$51,200 00
Cost of equipment,	9,450 00	Current liabilities as follows, viz:	
Current assets as follows, viz:		Accounts payable,	869 38
Cash on hand,	1,239 34	Balance June 30, 1900,	1,296 32
Open accounts,	1,763 10	Gain for year,	836 74
Grand total,	$54,202 44	Grand total,	$54,202 44

SUBURBAN RAPID TRANSIT STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
E. V. Hays, President,	220 Fourth Avenue, Pittsburg, Pa.
A. E. Braun, Secretary and Treasurer,	" "
B. A. Mapledoran, General Superintedent,	Carrick, Pa.

DIRECTORS.

Name.	Official Address.
E. V. Hays,	220 Fourth Avenue, Pittsburg, Pa.
Robert T. Rossell,	Carnegie Building, Pittsburg, Pa.
E. B. Coll,	220 Fourth Avenue, Pittsburg, Pa.
A. E. Braun,	" "
Geo. C. Moore,	" "

Date of charter: September 28, 1888.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$790,764 77	Capital stock,	$800,000 00
Cost of equipment,	171,267 27	Funded debt,	200,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	45,498 11	Interest on funded debt due and accrued,	4,000 00
Bills receivable,	10 25	Accounts payable,	7,194 64
Open accounts,	722 38	Sundries,	876 26
Material and supplies on hand,	2,245 72		
Sundries,	1,503 09		
Profit and loss,	59 31		
Grand total,	$1,012,070 90	Grand total,	$1,012,070 90

SUNBURY AND NORTHUMBERLAND ELECTRIC RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Pierre S. duPont, President,	Lorain, Ohio.
S. P. Wolverton, Secretary and Treasurer,	Sunbury, Pa.
W. L. Keplinger, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
Pierre S. duPont,	Lorain, Ohio.
S. P. Wolverton,	Sunbury, Pa.
T. C. Dupont,	Wilmington, Del.
S. P. Wolverton, Jr.,	Sunbury, Pa.
Wm. A. Donaldson,	Johnstown, Pa.
C. M. Clement,	Sunbury, Pa.

Date of charter: January 24, 1885.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$143,016 99	Capital stock,	$125,500 00
Cost of equipment,	52,664 19	Funded debt,	5,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	3,437 07	Interest on funded debt due and accrued,	1,875 00
Profit and loss,	8,737 71	Loans,	70,000 00
		Accounts payable,	5,480 96
Grand total,	$207,855 96	Grand total,	$207,855 96

SUSQUEHANNA TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
Jacob Scott, President,	Lock Haven, Pa.
J. Hogan Finst, Secretary,	"
Jacob Scott, Treasurer,	"
Frank Angles, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
Jacob Scott,	Lock Haven, Pa.
C. A. Mayer,	"
J. Henry Cochran,	Williamsport, Pa.
W. B. Given,	Columbia, Pa.

Date of charter: April 14, 1894.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$272,000 00	Capital stock,	$200,000 00
Cost of equipment,	28,000 00	Funded debt,	100,000 00
Current assets as follows, viz ..	1,261 85	Current liabilities as follows, viz:	
		Accounts payable,	750 13
		Profit and loss,	511 72
Grand total,	$301,261 85	Grand total,	$301,261 85

TAMAQUA AND LANSFORD STREET RILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Lewis A. Riley, President,	106 South Fourth Street, Philadelphia, Pa.
C. F. Howell, Vice President,	" "
James McCready, Secretary and Treasurer,	Lansford, Pa.
W. D. Zehner, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
Lewis A. Riley,	106 South Fourth Street, Philadelphia, Pa.
W. D. Zehner,	Lansford, Pa.
C. F. Howell,	106 South Fourth Street, Philadelphia, Pa.
F. P. Spiese,	Tamaqua, Pa.
James McCready,	Lansford, Pa.

Date of charter: November 2, 1891.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$248,662 26	Capital stock,	$100,000 00
Cost of equipment,	55,796 69	Funded debt,	193,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	4,482 13	Accounts payable, L. C. & N. Co.,	2,845 00
Payment into accident fund,	5,000 00	Vouchers,	1,794 39
		Pay rolls,	1,159 08
		Accident fund,	5,400 00
		Profit and loss,	9,744 61
Grand total,	$313,943 08	Grand total,	$313,943 08

TAMAQUA AND POTTSVILLE ELECTRIC RAILROAD COMPANY.

Operated by the Pottsville Union Traction Company.

OFFICERS.

Name.	Official Address.
Thomas B. Penrose, President,	Philadelphia, Pa.
W. C. Pollock, Jr., Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
Frederick H. Treat,	Philadelphia, Pa.
Clarence P. King,	"
John F. Finney,	"
Marshall S. Collingwood,	"

Date of charter: May 5, 1892.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$120,000 00	Capital stock,	$60,000 00
		Funded debt,	60,000 00
Grand total,	$120,000 00	Grand total,	$120,000 00

TARENTUM TRACTION PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
W. L. Mellon, President,	Pittsburg, Pa.
F. M. Ross, Secretary,	"
W. S. Mitchell, Treasurer,	"
Weaver H. Rogers, Assistant Secretary,	"

DIRECTORS.

Name.	Official Address.
W. S. Mellon,	Pittsburg, Pa.
F. M. Ross,	"
W. S. Mitchell,	"
J. H. Gross,	"
R. P. Dickson,	"

Date of charter: May 20, 1890.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$124,522 75	Capital stock,	$50,000 00
Cost of equipment,	20,033 28	Funded debt,	100,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	559 56	Interest on funded debt due and accrued,	1,500 00
Sinking fund,	2,989 00	Accounts payable,	1,034 73
Profit and loss,	4,425 14		
Grand total,	$153,534 73	Grand total,	$152,534 73

THIRTEENTH AND FIFTEENTH STREETS PASSENGER RAILWAY COMPANY OF THE CITY OF PHILADELPHIA.

Operated by Philadelphia Traction Company.

OFFICERS.

Name.	Official Address.
B. S. Kunkle, President,	Philadelphia, Pa.
Jos. P. Richardson, Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
George W. Hall,	Philadelphia, Pa.
Jno. C. Bringham,	"
Travis Cochran,	"
Chas. E. Heed,	"
B. F. Hart,	"

Date of charter: April 8, 1859.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$1,074,575 84	Capital stock,	$324,529 44
Current assets as follows, viz:		Funded debt,	590,000 00
Cash on hand,	8,947 89	Profit and loss,	184,200 92
Bills receivable,	14,000 00		
Open accounts,	10,731 63		
Sundries,	475 00		
Grand total,	$1,108,730 36	Grand total,	$1,108,730 36

TITUSVILLE ELECTRIC TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
M. B. Dunham, President,	Warren, Pa.
A. J. Hazletine, Vice President,	"
G. H. Dunham, Secretary, Treasurer and General Superintendent,	Pleasantville, Pa.

DIRECTORS.

Name.	Official Address.
M. B. Dunham,	Warren, Pa.
A. J. Hazletine,	"
G. H. Dunham,	Titusville, Pa.
R. D. Stoeltzing,	Pleasantville, Pa.

Date of charter: January, 1897.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$120,508 47	Funded debt,	$100,000 00
Cost of equipment,	36,064 62	Current liabilities as follows, viz:	
Current assets as follows, viz:		Loans,	25,996 14
Cash on hand,	1,916 09	Accounts payable,	32,900 00
Material and supplies on hand,	462 19	Sundries,	139 14
		Profit and loss,	1,916 09
Grand total,	$160,951 37	Grand total,	$160,951 37

TUSTIN STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
M. K. McMullin, President,	Pittsburg, Pa.
S. L. Tone, Secretary,	"
M. K. McMullin, Treasurer,	"

DIRECTORS.

Name.	Official Address.
M. K. McMullin,	Pittsburg, Pa.
James D. Callery,	"
J. H. Reed,	"
C. W. Lepper,	"
S. L. Tone,	"

Date of charter: May 6, 1899.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$23,224 64	Capital stock,	$120 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	120 00	Accounts payable,	23,224 64
Grand total,	$23,344 64	Grand total,	$23,344 64

STATION AT CHESTER, PA.

Baltimore and Ohio Railroad Company.

CHANGED ORIGINAL

TWENTY-SECOND STREET AND ALLEGHENY AVENUE PASSENGER RAILWAY COMPANY.

Operated by the Union Traction Company of Philadelphia.

OFFICERS.

Name.	Official Address.
Geo. D. Widener, President,	1006 Land Title Building, Philadelphia, Pa.
Jno. B. Peddle, Treasurer,	" "

DIRECTORS.

Name.	Official Address.
Wm. H. Shelmerdine,	Philadelphia, Pa.
J. J. Sullivan,	"
Alfred Smith,	"
Geo. D. Widener,	"
Thomas Dolan,	"
Jno. B. Parsons,	"
Geo. W. Elkins,	"

Date of charter: May 23, 1890.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$1,264,867 22	Capital stock,	$500,000 00
Current assets as follows, viz:		Funded debt,	700,000 00
Cash on hand,	2,771 05	Current liabilities as follows, viz:	
		Due lessee company for "additions and betterments,"	67,500 00
		Profit and loss,	133 27
Grand total,	$1,267,638 27	Grand total,	$1,267,638 27

UNION PASSENGER RAILWAY COMPANY.

Operated by the Union Traction Company of Philadelphia.

OFFICERS.

Name.	Official Address.
Geo. D. Widener, President,	Philadelphia, Pa.
Wm. L. Elkins, Vice President,	"
Jno. B. Peddle, Treasurer,	"

DIRECTORS.

Name.	Official Address.
P. A. B. Widener,	Philadelphia, Pa.
Thomas Dolan,	"
Wm. S. Stokley,	"
Jos. E. Widener,	"
Jno. B. Parsons,	"

Date of charter: April 8, 1864.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$8,461,273 12	Capital stock,	$925,000 00
Cost of equipment,	475,606 22	Funded debt,	750,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Material and supplies on hand,	41,870 50	Due lessee company for "additions and betterments,"	6,656,505 97
Sundries,	798 00	Profit and loss,	648,041 87
Grand total,	$8,979,547 84	Grand total,	$8,979,547 84

UNION TRACTION RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
John B. Parsons, President,	Eighth and Dauphin Streets, Philadelphia, Pa.
Geo. D. Widener, Vice President,	Land Title Building, Philadelphia, Pa.
Chas. O. Kruger, Second Vice President and Assistant Manager,	Eighth and Dauphin Streets, Philadelphia, Pa.
R. B. Selfridge, Secretary and Treasurer,	" "
Jno. B. Peddle, Assistant Secretary and Treasurer,	Land Title Building, Philadelphia, Pa.
Walter Ellis, General Superintendent,	15th and Huntingdon Sts., Philadelphia, Pa.

DIRECTORS.

Name.	Official Address.
John B. Parsons,	Philadelphia, Pa.
Thomas Dolan,	"
Wm. L. Elkins,	"
Alex. M. Fox,	"
Wm. H. Shelmerdine,	"
Alfred Smith,	"
J. J. Sullivan,	"
P. A. B. Widener,	"
George D. Widener,	"
George W. Elkins,	"
Alex. Balfour,	"
Chas. O. Kruger,	"

Date of charter: September 6, 1895.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$2,105,334 83	Capital stock,	$10,499,912 50
Cost of equipment,	2,302,731 62	Current liabilities as follows, viz:	
Other permanent investments as follows, viz:		Interest and rentals accrued but not due,	1,094,109 48
Stock of other companies,	5,257,591 45	Accounts payable,	111,465 63
Bonds of other companies,	326,500 00	Licenses and taxes accrued but not due,	356,094.35
Current assets as follows, viz:		Income fire insurance fund,	12,400 06
Cash on hand,	194,607 57	Open accounts,	2,402.277 57
Bills receivable,	27,273 40	Profit and loss,	2,034.381 39
Due by agents,	20,000 00		
Material and supplies on hand,	190,709 39		
Advanced to leased lines,	5,842,847 41		
Fire insurance fund,	242,995 00		
Grand total,	$16,510,640 97	Grand total,	$16,510,640 97

UNITED TRACTION COMPANY OF PITTSBURGH.

OFFICERS.

Name.	Official Address.
James D. Callery, President,	Pittsburg, Pa.
J. H. Reed, Vice President,	"
W. B. Carson, Secretary,	"
C. J. Braum, Jr., Treasurer,	"
John Murphy, Superintendent,	"

DIRECTORS.

Name.	Official Address.
James D. Callery,	Pittsburg, Pa.
J. H. Reed,	"
W. H. Keech,	"
H. J. Bowdoin,	Baltimore, Md.
P. Calhoun,	Cleveland, Ohio.

Date of charter: July 27, 1896.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road and equipment,	$17,100 965 44	Capital stock,	$20,000,000 00
Other permanent investments as follows, viz:		Funded debt,	10,000,000 00
Stock of other companies,	13,705,050 00	Current liabilities as follows, viz:	
Bonds of other companies,	200,000 00	Interest on funded debt due and accrued,	27,833 33
Current assets as follows, viz:		Loans, mortgages and accrued interest,	45,960 76
Cash on hand,	12,442 13	Due lessee company for rentals,	14,742 52
Bills receivable,	1,171 31	Accounts payable,	192,957 77
Due by agents,	802 24	Taxes accrued,	72,397 23
Open accounts,	28,249 85	Bills payable,	295,013 12
Material and supplies on hand,	39,026 16	Profit and loss,	439,440 01
Insurance premiums unearned,	657 61		
Grand total,	$31,088,364 74	Grand total,	$31,088,364 74

UNITED TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
John A. Rigg, President,	12 South Fifth Street, Reading, Pa.
Henry C. Moore, Vice President,	" "
M. C. Aulenbach, Secretary and Treasurer,	" "
S. E. Rigg, General Superintendent,	" "

DIRECTORS.

Name.	Official Address.
R. N. Carson,	Reading, Pa.
R. N. Buckley,	"
W. R. McIlvain,	"
J. A. O. Reilly,	"
L. T. Custer,	"
G. H. Valentine,	"
H. C. England,	"
R. S. Jones,	"
John A. Rigg,	"

Date of charter: December 17, 1895.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$331,217 38	Capital stock,	$400,000 00
Cost of equipment,	51,839 75	Funded debt,	149,900 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Stock of other companies,	506,882 50	Accounts payable,	13,841 02
Due from leased company,	199,860 00	Sundries,	861,310 43
Current assets as follows, viz:		Profit and loss,	28,503 20
Cash on hand,	8,577 04		
Open accounts,	33,562 99		
Material and supplies on hand,	15,760 24		
Sundries,	305,854 75		
Grand total,	$1,453,554 65	Grand total,	$1,453,554 65

VALLAMONT TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
J. Henry Cochran, President,	Williamsport, Pa.
Ernest H. Davis, Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
E. B. Westfall,	Williamsport, Pa.
James B. Krans,	"
E. R. Payne,	"
H. C. McCormick,	"

Date of charter: May 15, 1894.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$191,642 09	Capital stock,	$101,700 00
Cost of equipment,	15,000 00	Funded debt,	100,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	3,200 60	Interest on funded debt due and accrued,	2,500 00
Open accounts,	7,334 95	Accounts payable,	27,024 52
Profit and loss,	13,692 00	Taxes due and accrued,	151 12
Grand total,	$231,875 64	Grand total,	$231,875 64

VALLEY STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Harlan W. Whipple, President,	East Orange, N. J.
Myron A. Norris, Secretary,	Youngstown, Ohio.
O. W. Bright, Treasurer,	New York, N. Y.
R. Montgomery, General Manager,	Youngstown, Ohio.

DIRECTORS.

Name.	Official Address.
Wm. L. Wallis,	Sharon, Pa.
Harlan W. Whipple,	East Orange, N. J.
Martin A. Devitt,	Chicago, Ill.
Myron A. Norris,	Youngstown, Ohio.
Randall Montgomery,	"
Jas. S. Fruit,	Sharon, Pa.
Alex. McDowell,	"

Date of charter: March 4, 1896.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$227,100 00	Capital stock,	$150,000 00
Current assets as follows, viz:		Funded debt,	75,000 00
Cash on hand,	701 15	Current liabilities as follows, viz:	
Insurance paid in advance,	818 54	Interest on funded debt due and accrued,	500 00
Profit and loss,	13,441 92	Loans,	15,000 00
		Accounts payable,	1,411 61
		Sundries,	150 00
Grand total,	$242,061 61	Grand total,	$242,061 61

WALNUT STREET CONNECTING PASSENGER RAILWAY COMPANY.

Operated by the Union Traction Company of Philadelphia.

OFFICERS.

Name.	Official Address.
Wm. L. Elkins, President,	1006 Land Title Building, Philadelphia, Pa.
Jno. B. Peddle, Treasurer,	" "

DIRECTORS.

Name.	Official Address.
P. A. B. Widener,	Philadelphia, Pa.
Wm. L. Elkins,	"
Thomas Dolan,	"
Geo. D. Widener,	"
Jos. E. Widener,	"
Jno. B. Parsons,	"

Date of charter: May 8, 1890.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$149,378 45	Capital stock,	$50,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	338 02	Due lessee company for "additions and betterments,"	99,700 00
		Profit and loss,	16 47
Grand total,	$149,716 47	Grand total,	$149,716 47

WARREN STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
D. H. Siggins, President,	Warren, Pa.
J. D. Woodward, Secretary,	"
H. A. Siggins, Treasurer,	"
D. H. Siggins, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
D. H. Siggins,	Warren, Pa.
John Hepburn,	"
J. L. Woodward,	"
W. R. Lavery,	"
H. A. Siggins,	"

Date of charter: March 14, 1889.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$93,622 07	Capital stock,	$75,000 00
Cost of equipment,	31,170 00	Funded debt,	75,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Unpaid stock,	25,000 00	Interest on funded debt due and accrued,	936 00
Current assets as follows, viz:		Sundries,	500 00
Cash on hand,	6,724 99	Profit and loss,	10,920 63
Open accounts,	800 00		
Material and supplies on hand,	755 00		
Sundries,	5,283 57		
Grand total,	$163,356 63	Grand total,	$163,356 63

WASHINGTON ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Francis J. Torrance, President,	Pittsburg, Pa.
Arthur Kennedy, Secretary,	"
W. C. Hagan, Treasurer,	"
James Kent, General Superintendent,	Washington, Pa.

DIRECTORS.

Name.	Official Address.
Francis J. Torrance,	Pittsburg, Pa.
Arthur Kennedy,	"
W. C. Hogan,	"
Thos. B. Hutchinson,	"
Jno. A. Willson,	Washington, Pa.

Date of charter: June 17, 1889.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$229,028 01	Capital stock,	$125,000 00
Cost of equipment,	35,653 87	Funded debt,	125,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	9,226 10	Accounts payable,	1,431 52
Bills receivable,	2,737 00	Profit and loss,	32,082 81
Open accounts,	1,753 16		
Material and supplies on hand,	1,739 62		
Power house and machinery,	3,251 84		
Tools, machinery (machine shop),	1,124 73		
Grand total,	$283,514 33	Grand total,	$283,514 33

WAVERLY, SAYRE AND ATHENS TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
A. N. Broadhead, President,	Jamestown, N. Y.
M. Quigley, Vice President,	Wavery, N. Y.
A. C. Wade, Secretary and Treasurer,	Jamestown, N. Y.
W. E. Case, General Superintendent,	Waverly, N. Y.

DIRECTORS.

Name.	Official Address.
A. N. Broadhead,	Jamestown, N. Y.
A. C. Wade,	"
S. B. Broadhead,	"
Wm. Broadhead,	"
F. M. Stephens,	New York, N. Y.
F. K. Harris,	Athens, N. Y.
W. E. Case,	Waverly, N. Y.
M. Quigley,	"
W. L. Watrons,	"
J. N. Weaver,	Sayre, Pa.

Date of charter: January 23, 1893.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$284,134 37	Capital stock,	$200,000 00
Cost of equipment,	67,446 52	Funded debt,	150,000 00
Profit and loss,	14,065 82	Current liabilities as follows, viz: Company "additions and betterments,"	15,646 71
Grand total,	$365,646 71	Grand total,	$365,646 71

WEST CHESTER STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Joseph S. Harris, President,	Philadelphia, Pa.
W. R. Taylor, Secretary,	"
W. A. Church, Treasurer,	"

DIRECTORS.

Name.	Official Address.
R. T. Cornwell,	West Chester, Pa.
M. H. Matlack,	"
J. Carroll Hayes,	"
A. G. McCausland,	Wilmington, Del.

Date of charter: August 4, 1890.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$92,634 70	Capital stock,	$60,000 00
Cost of equipment,	27,234 38	Funded debt,	34,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	2,113 87	Accounts payable,	27,321 79
Due by agents,	429 13	Profit and loss,	3,077 34
Open accounts,	278 67		
Material and supplies on hand,	1,708 38		
Grand total,	$124,399 13	Grand total,	$124,399 13

WEST END TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
James D. Callery, President,	Pittsburg, Pa.
J. H. Reid, Vice President,	"
Jos. F. Guffey, Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
James D. Callery,	Pittsburg, Pa.
J. H. Reid,	"
Joshua Rhodes,	"
T. H. Given,	"
M. K. McMullin,	"
Jos. F. Guffey,	"

Date of charter: November 15, 1897.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$2,865,998 53	Capital stock,	$5,000,000 00
Cost of equipment,	224,953 07	Funded debt,	1,475,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Stock of other companies,	3,500,000 00	Dividens unpaid premium on bonds,	28,801 60
Current assets as follows, viz:		Accounts payable,	862 25
Cash on hand,	28,229 85	Profit and loss,	139,599 68
Open accounts,	25,062 06		
Grand total,	$6,644,263 53	Grand total,	$6,644,263 53

WESTMORELAND RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Edward Bailey, President,	Harrisburg, Pa.
Robert McMeen, Vice President and Treasurer,	Mifflintown, Pa.
C. L. Brinser, Secretary and General Superintendent,	Greensburg, Pa.

DIRECTORS.

Name.	Official Address.
Edward Bailey,	Harrisburg, Pa.
E. C. Gibson,	Philadelphia, Pa.
Lane S. Hart,	Harrisburg, Pa.
Robert McMeen,	Mifflintown, Pa.
B. F. Myers,	Harrisburg, Pa.

Date of charter: reorganized July 11, 1900.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road and equipment,	$693,128 18	Capital stock,	$500,000 00
Current assets as follows, viz:		Funded debt,	227,800 00
Cash on hand,	2,022 83	Current liabilities as follows, viz:	
Additions and betterments,	65,757 07	Interest on funded debt due and accrued,	6,953 33
		Additions and betterments,	17,257 11
		Profit and loss,	8,889 66
Grand total,	$760,908 10	Grand total,	$760,908 10

WEST PHILADELPHIA PASSENGER RAILWAY COMPANY.

Operated by the Union Traction Company of Philadelphia.

OFFICERS.

Name.	Official Address.
Geo. D. Widener, President,	Philadelphia, Pa.
Jno. B. Peddle, Treasurer,	"

DIRECTORS.

Name.	Official Address.
P. A. B. Widener,	Philadelphia, Pa.
Wm. L. Elkins,	"
Jos. E. Gillingham,	"
Geo. D. Widener,	"
Thomas Dolan,	"
Jno. B. Parsons,	"
Jos. B. Altemus,	"
Thos. J. Yarrow,	"
Geo. W. Elkins,	"

Date of charter: May 14, 1857.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road and equipment,	$4,342 680 01	Capital stock,	$750,000 00
Current assets as follows, viz:		Funded debt,	996,000 00
Open accounts,	8,610 00	Current liabilities as follows, viz:	
		Due lessee company for "additions and betterments,"	2,509,700 63
		Open accounts,	8 610 00
		Profit and loss,	86,979 38
Grand total,	$4,351,290 01	Grand total,	$4,351,290 01

WILKES-BARRE, DALLAS AND HARVEYS LAKE STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
John A. Riggs, President,	12 South Fifth Street, Reading, Pa.
Henry C. Moore, Vice President,	Trenton, N. J.
Wm. S. Bell, Secretary and Treasurer,	Philadelphia, Pa.
Thos. A. Wright, General Superintendent,	Wilkes-Barre, Pa.

DIRECTORS.

Name.	Official Address.
John A. Rigg,	Reading, Pa.
H. C. Moore,	Trenton, N. J.
E. C. Moore,	Philadelphia, Pa.
R. N. Carson,	"
Thomas C. Barr,	Orange, N. J.
Geo. N. Reichard,	Wilkes-Barre, Pa.
Wm. J. Harvey,	"

Date of charter: January 29, 1896.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road and equipment,	$369,772 89	Capital stock,	$200,000 00
Current assets as follows, viz:		Funded debt,	150,000 00
Cash on hand,	3,640 44	Current liabilities as follows, viz:	
Material and supplies on hand,	1,245 76	Interest on funded debt due and accrued,	2,500 00
Additions and betterments on leased lines,	1,071 00	Accounts payable,	20,088 53
		Profit and loss,	3,141 56
Grand total,	$375,730 09	Grand total,	$375,730 09

WILKES-BARRE AND WYOMING VALLEY TRACTION COMPANY.

OFFICERS.

Name.	Official Address.
John A. Rigg, President,	12 South Fifth Street, Reading, Pa.
Henry C. Moore, Vice President,	Trenton, N. J.
Wm. S. Bell, Secretary and Treasurer,	Philadelphia, Pa.
Thomas A. Wright, General Superintendent,	Wilkes-Barre, Pa.

DIRECTORS.

Name.	Official Address.
John A. Rigg,	Reading, Pa.
H. C. Moore,	Trenton, N. J.
E. J. Moore,	Philadelphia, Pa.
Robert N. Carson,	"
Thomas C. Barr,	Orange, N. J.
F. W. Roebling,	Trenton, N. J.
Benjamin Reynolds,	Wilkes-Barre, Pa.
Abram Nesbitt,	"
Wm. G. Eno,	"
Wm. J. Harvey,	"
Geo. N. Reichard,	"

Date of charter: February 9, 1891.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road and equipment, other permanent investments as follows, viz: Stock of other companies and bonds,	$7,127,393 36	Capital stock,	$5,000,000 00
Current assets as follows, viz:		Funded debt,	1,817,000 00
Cash on hand,	66,595 97	Current liabilities as follows, viz:	
Open accounts,	8,074 12	Interest on funded debt due and accrued and rentals,	22,683 34
Material and supplies on hand,	15,777 72	Accounts payable,	245,595 95
Sundries,	55,516 36	Sundries,	149 217 10
		Profit and loss,	38,860 54
Grand total,	$7,273,356 93	Grand total,	$7,273,356 93

WILKINSBURG AND EAST PITTSBURGH STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
A. W. Mellon, President,	Pittsburg, Pa.
W. L. Mellon, Vice President,	"
Geo. S. Davison, Secretary,	"
R. B. Mellon, Treasurer,	"
Weaver H. Rogers, Assistant Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
A. W. Mellon,	Pittsburg, Pa.
W. L. Mellon,	"
R. B. Mellon,	"
W. S. Mitchell,	"
Geo. S. Davison,	"

Date of charter: September 27, 1899.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$3,307,775 36	Capital stock,	$2,000,000 00
Cost of equipment,	449,918 34	Funded debt,	2,000,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Open accounts,	459,447 00	Interest on funded debt due and accrued,	33,333 32
Material and supplies on hand,	85 16	Accounts payable,	32,013 91
		Sundries,	139,337 63
		Profit and loss,	12,541 00
Grand total,	$4,217,225 86	Grand total,	$4,217,225 86

WILLIAMSPORT PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Henry W. White, President,	Williamsport, Pa.
Ernest H. Davis, Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
Henry W. White,	Williamsport, Pa.
C. La Rue Munson,	"
William Emery,	"
Ernest H. Davis,	"
J. R. T. Ryan,	Philadelphia, Pa.

Date of charter: April 15, 1863.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$475,347 68	Capital stock,	$338,550 00
Cost of equipment,	81,695 97	Funded debt,	160,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	6,176.19	Interest on funded debt due and accrued,	651 80
Open accounts,	74,240 84	Loans,	7,486 86
		Accounts payable,	58,246 21
		Taxes due and accrued,	696 93
		Profit and loss,	62,828 88
Grand total,	$637,460 68	Grand total,	$637,460 68

WISSAHICKON ELECTRIC PASSENGER RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
Peter P. Liebert, President,	Manayunk, Phil'a. Pa.
John Flanagan, Secretary and Treasurer,	" "

DIRECTORS.

Name.	Official Address.
Peter P. Liebert,	Carson St., Manayunk, Philadelphia, Pa.
Leander M. Jones,	Lyceum Ave., Roxborough, Philadelphia, Pa.
James Christie,	Rochille Ave., Wissahickon, Philadelphia, Pa.
John Kenworthy,	Ridge Ave., Roxborough, Philadelphia, Pa.
Ben. Kenworthy,	Green Lane, Roxborough, Philadelphia, Pa.
Wm. A. Flanagan,	Manayunk Ave., Manayunk, Philadelphia, Pa.
Wm. Johnston,	Sumac St., Wissahickon, Philadelphia, Pa.

Date of charter: October 8, 1890.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$118,004 02	Capital stock,	$250,000 00
Cost of equipment,	40,548 54	Profit and loss,	14,977 86
Current assets as follows, viz:			
Cash on hand,	55 90		
Open accounts due from stock holders,	95,620 00		
Treasury stock,	10,950 00		
Grand total,	$264,977 86	Grand total,	$264,977 86

YARDLEY, MORRISVILLE AND TRENTON STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
John B. Hoefgen, President,	Allentown, Pa.
Samuel Harris, Vice President,	"
C. M. Bates, Secretary and Treasurer,	"
Jilson J. Coleman, General Superintendent,	Trenton, N. J.

DIRECTORS.

Name.	Official Address.
John B. Hoelfgen,	Allentown, Pa.
Samuel Harris,	"
C. M. Bates,	"
Loftin E. Johnson,	"
Robert E. Wright,	"
W. F. Sadler, Jr.,	Trenton, N. J.

Date of charter: June 7, 1899.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$200,000 00	Capital stock,	$100,000 00
Cost of equipment,	1,000 00	Funded debt,	100,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Additions and betterments,	855 00	Additions and betterments,	855 00
		Accounts payable,	1,000 00
Grand total,	$201,855 00	Grand total,	$201,855 00

YORK STREET RAILWAY COMPANY.

OFFICERS.

Name.	Official Address.
W. H. Lanius, President,	York, Pa.
Grier Hersh, Vice President,	"
Geo. S. Schmidt, Secretary,	"
Chas. H. Mayer, Treasurer,	"
J. H. Mellinger, Superintendent,	"

DIRECTORS.

Name.	Official Address.
W. H. Lamius,	York, Pa.
Grier Hersh,	"
Geo. P. Smyser,	"
J. W. Steacy,	"
George S. Billmeyer,	"
W. F. Bay Stewart,	"
W. A. Himes,	New Oxford, Pa.

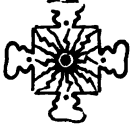
Date of charter: February 8, 1886.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of road,	$206,831 59	Capital stock,	$166,300 00
Cost of equipment,	114,692 42	Funded debt,	150,000 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Real estate,	32,238 44	Loans,	28,000 00
Current assets as follows, viz:		Accounts payable,	9,777 58
Cash on hand,	10,806 07	Casualty insurance,	5,000 00
Material and supplies on hand,	3,450 00	Profit and loss,	8,940 94
Grand total,	$368,018 52	Grand total,	$368,018 52

REPORTS OF

TELEPHONE AND TELEGRAPH COMPANIES.



ADAMS COUNTY TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
S. L. Johns, President,	McSherrystown, Pa.
T. J. O'Neill, Secretary,	Hanover, Pa.
Geo. E. Stock, General Manager,	Gettysburg, Pa.

DIRECTORS.

Name.	Official Address.
George D. Gitt,	Hanover, Pa.
Harry N. Gitt,	"
Charles J. Delone,	"
T. J. O'Neill,	"
William McSherry,	Gettysburg, Pa.
P. A. Miller,	"
John B. McPherson,	"

Date of charter: July 22, 1896.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$4,481 27
Gross receipts from all other sources, balance June 30, 1900,	132 78
Total revenue,	$4,614 05

Expenses.

General operation of system,	$1,251 42
General maintenance of system,	1,351 63
Taxes,	103 71
Rentals and royalties,	102 00
Surplus for the year (exclusive of dividends),	750 00
Dividends,	600 00
Total expenses,	$4,168 76
Total surplus fund, June 30, 1901,	$1,750 00
Balance in hand,	445 29

34—8—1901

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$10,000 00	Capital stock,	$10,000 00
Cost of equipment,	4,000 00	Current liabilities as follows, viz:	
Current assets as follows, viz:		Due lessee company for "additions and betterments,"	4,000 00
Cash on hand,	445 29	Profit and loss,	2,195 29
Sinking fund,	1,750 00		
Total,	$16,195 29	Total,	$16,195 29

ALLEGHENY COUNTY TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
George Hogg, President,	Braddock, Pa.
S. H. Browne, Secretary and Treasurer,	Pittsburg, Pa.

DIRECTORS.

Name.	Official Address.
Geo. R. Webb,	Pittsburg, Pa.
S. H. Browne,	"
W. D. Evans,	"
George Hogg,	"
George Moore,	"

Date of charter: May 11, 1896.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$12,579 96
Total revenue,	$12,579 96

Expenses.

General operation and maintenance of system,	$8,842 66
All other expenses,	4,000 00
Total expenses,	$12,842 66
Total deficit June 30, 1900,	$262 70

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line and equipment,	$112,500 00	Capital stock,	$112,500 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	3,712 30	Accounts payable,	4,000 00
Sundries,	25 00		
Profit and loss,	262 70		
Total,	$116,500 00	Total,	$116,500 00

ALTOONA PHOENIX TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
G. C. Kelchner, President,	Altoona, Pa.
John Flanigan, Vice President,	"
Willard P. Beardsly, Secretary,	"
J. G. Davis, Treasurer,	"
Willard P. Beardsly, General Manager,	"

DIRECTORS.

Name.	Official Address.
G. C. Kelchner,	Altoona, Pa.
John Flinigan,	"
J. C. Hughes,	"
M. H. Canan,	"
O. H. Hewit,	Hollidaysburg, Pa.
H. D. Hewit,	"
T. J. Baldrige,	"

Date of charter: September 16, 1895.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$11,350 73
Gross receipts from all other sources,	2,762 37
Total revenue,	$14,113 10

Expenses.

General operation of system,	$5,156 47
General maintenance of system,	4,804 80
Taxes,	237 92
Rentals and royalties,	96 36
Interest on bonded indebtedness,	223 00
Interest on other indebtedness,	14 04
All other expenses,	919 62
Surplus for the year (exclusive of dividends),	1 89
Dividends,	330 00
Total expenses,	$11,792 10
Total surplus fund, June 30, 1901,	$1 89
Cost of additional lines (either by purchase or construction),	1,306 01
Cost of new equipment (either by purchase or construction),	1,495 06

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$30,786 53	Capital stock,	$30,000 00
Cost of equipment,	16,146 23	Funded debt,	7,500 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	1 89	Loans,	2,200 00
Bills receivable,	397 47	Accounts payable,	1,312 85
Open accounts,	911 08	P. and L. account,	7,605 91
Material and supplies on hand,	325 50		
Sundries,	50 00		
Total,	$48,618 76	Total,	$48,618 76

AMERICAN TELEGRAPH AND TELEPHONE COMPANY OF PENNSYLVANIA.

OFFICERS.

Name.	Official Address.
Edward J. Hall, President,	15 Dey street, New York, N. Y.
Edward P. Meany, Vice President,	" "
Melville Egleston, Secretary,	" "
James C. Vail, Treasurer,	" "
F. W. Griffin, Superintendent,	406 Market street, Philadelphia, Pa.

DIRECTORS.

Name.	Official Address.
Edward J. Hall,	15 Dey street, New York, N. Y.
Edward P. Meany,	" "
Melville Egleston,	" "
Samuel B. Huey,	Drexel Building, Philadelphia, Pa.
Alfred E. Holcomb,	15 Dey street, New York, N. Y.

Date of charter: January 13, 18885.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$464,531 69
Gross receipt from all other sources,	8,146 03
Total revenue,	$472,677 72

Expenses.

General operation of system,	$148,790 23
General maintenance of system,	146,703 18
Taxes,	4,551 84
Rentals and royalties,	19,392 08
Balance for the year (exclusive of dividends),	153,240 39
Total expenses,	$472,677 72
Cost of additional lines (either by purchase or construction),	$273,870 11
Cost of equipment (either by purchase or construction),	31,062 21

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$2,740,080 97	Capital stock,	$250,000 00
Cost of equipment,	68,559 22	Current liabilities as follows, viz:	
Other permanent investments as follows, viz:		Accounts payable,	2,897,614 09
Real estate,	32,883 89		
Organization expenses,	1,157 69		
Current assets as follows, viz:			
Additions and betterments on leased lines,	304,932 32		
Total,	$3,147,614 09	Total,	$3,147,614 09

AMERICAN DISTRICT TELEGRAPH COMPANY.

OFFICERS.

Name.	Official Address.
E. J. Mathews, President,	Philadelphia, Pa.
W. H. Baker, Vice President,	New York, Pa.
J. N. Dolandson, Secretary and Treasurer,	Philadelphia, Pa.
E. C. Adams, General Manager,	"

DIRECTORS.

Name.	Official Address.
E. J. Mathews,	Philadelphia, Pa.
C. C. Adams,	"
G. G. Glenn,	"
J. N. Donaldson,	"
A. B. Chandler,	New York, N. Y.
W. H. Baker,	"
E. C. Bradley,	"
E. C. Platt,	"
G. G. Ward,	"

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$122,859 22
Total revenue,	$122,859 22

Expenses.

General operation of system,	$104,452 42
Taxes,	1,564 87
Rentals and royalties,	11,414 12
Dividends,	4,000 00
Total expenses,	$121,431 41
Total surplus fund, June 31, 1900,	$27 85

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$372,108 97	Capital stock,	$400,000 00
Cost of equipment,	15,635 75	Current liabilities as follows, viz:	
Current assets as follows, viz:		Accounts payable,	3,511 30
Cash on hand,	2,181 25	Sundries,	2,596 66
Open accounts,	13,185 00		
Material and supplies on hand,	2,974 14		
Profit and loss,	27 85		
Total,	$406,107 96	Total,	$406,107 96

ANTHRACITE TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
C. W. Kline, President,	Hazleton, Pa.
C. A. Mans, Vice President,	"
John W. Crellin, Secretary and Treasurer,	"
C. A. Mans, General Manager and General Superintendent,	"

DIRECTORS.

Name.	Official Address.
C. W. Kline,	Hazleton, Pa.
C. A. Mans,	"
Jno. W. Crellin,	"
H. B. Casselberry,	"
Jas. P. Gorman,	"
Geo. Schutter,	"
Alvin Markle,	"

Date of charter: March 2, 1897.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$9,254 05
Total revenue,	$9,254 05

Expenses.

General operation of system,	$3,786 72
Taxes,	784 37
All other expenses,	1,722 15
Dividends,	2,952 75
Total expenses,	$8,245 99
Total surplus fund, June 30, 1901,	$4,622 66
Cost of additional lines (either by purchase or construction),	1,713 24

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$50,000 00	Capital stock,	$50,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	10 34	Sundries,	656 83
Open accounts,	114 06	Profit and loss,	4,622 66
Additions and betterments to leased lines,	5,149 99		
Sundries,	5 10		
Total,	$55,279 49	Total,	$55,279 49

ARMSTRONG TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
A. R. Goodhart, President,	Dayton, Pa.
S. S. Burns, Vice President,	"
J. B. Good, Secretary,	"
S. W. Marshall, Treasurer,	"

DIRECTORS.

Name.	Official Address.
W. P. Borland,	Dayton, Pa.
John Lias,	"
M. L. McEntire,	"
O. S. Sharp,	"
[illegible] M. Marshall,	"

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$960 68
Total revenue,	$960 68

Expenses.

General operation of system,	$113 00
Taxes,	49 94
Surplus for the year (exclusive of dividends),	30
Total expenses,	$163 24
Cost of equipment (either by purchase or construction),	$797 44

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of equipment,	$797 44	Current liabilities as follows, viz:	
Current assets as follows, viz:		"Additions and betterments,"	$797 44
Cash on hand,	30	Sundries,	163 24
Sundries,	162 94		
Total,	$960 68	Total,	$960 68

BEDFORD COUNTY TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
Elias Blackburn, President,	Fishertown, Pa.
Ed. D. Heckman, Secretary,	Bedford, Pa.
Henry Wisegarver, Treasurer,	Cessna, Pa.
Jas. A. Covalt, General Manager,	Bedford, Pa.
Ed. D. Heckman, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
Elias Blackburn,	Fishertown, Pa.
Henry Wisegarver,	Cessna, Pa.
Allen C. Blackburn,	Fishertown, Pa.
Scott U. Hammer,	"
Ed. D. Heckerman,	Bedford, Pa.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$100 00
Gross receipts from all other sources,	3,980 00
Total revenue,	$4,080 00

Expenses.

General operation of system,	$70 00
All other expenses,	2,650 00
Surplus for the year (exclusive of dividends),	1,360 00
Total expenses,	$4,080 00

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$2,880 00	Capital stock,	$2,550 00
Cost of equipment,	1,200 00	Current liabilities as follows, viz:	
Current assets as follows, viz:		Accounts payable,	200 00
Cash on hand,	30 00	Profit and loss,	1,360 00
Total,	$4,110 00	Total,	$4,110 00

BELL TELEPHONE COMPANY OF PHILADELPHIA.

OFFICERS.

Name.	Official Address.
Alexander Cochrane, President,	Boston, Mass.
James E. Mitchell, Vice President,	Philadelphia, Pa.
Samuel B. Huey, Secretary,	"
Winfield S. Perisol, Treasurer,	"
James E. Mitchell, General Manager,	"
Theo. Spencer, General Superintendent,	"
Wm. H. Rock, Auditor,	"

DIRECTORS.

Name.	Official Address.
Alexander Cochrane,	Boston, Mass.
James E. Mitchell,	Philadelphia, Pa.
Thomas E. Cornish,	"
Thomas Sherwin,	Boston, Mass.
H. S. Huidekoper,	Philadelphia, Pa.
C. Jay French,	Boston, Mass.
Edw. J. Hall,	New York, N. Y.
Joel J. Baily,	Philadelphia, Pa.
Thomas T. Echert,	New York, N. Y.
Joseph E. Gillingham,	Philadelphia, Pa.
Francis B. Reeves,	"
Jos. M. Brown,	New York, N. Y.

Date of charter: September 12, 1879.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$1,640,878 57
Total revenue,	$1,640,878 57

Expenses.

General operation of system,	$318,524 40
General maintenance of system,	610,000 00
Taxes,	60,000 00
Rentals and royalties,	90,002 28
All other expenses,	73,868 02
Surplus for the year (exclusive of dividends),	89,549 87
Dividends,	398,934 00
Total expenses,	$1,640,878 57
Total surplus fund, June 30, 1900,	$711,278 86
Cost of additional lines (either by purchase or construction),	298,058 60
Cost of equipment (either by purchase or construction),	301,480 22
Purchase of real estate,	53,570 16

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$2,984,044 05	Capital stock,	$6,027,153 33
Cost of equipment,	929,437 64	Current liabilities as follows, viz:	
Current assets as follows, viz:		Accounts payable,	94 896 55
Cash on hand,	210,016 67	Sundries,	55,317 63
Bills receivable,	1,719,764 00	Profit and loss,	711,278 86
Material and supplies on hand,	120,410 76		
Sundries, real estate,	925,003 25		
Total,	$6,888,676 37	Total,	$6,888,676 37

BLAIRSVILLE TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
F. Wilkinson, President,	Blairsville, Pa.
J. M. Harvey, Vice President,	"
E. J. Graff, Secretary,	"
A. B. McCabe, Treasurer,	"
F. Wilkinson, General Manager and General Superintendent,	"

DIRECTORS.

Name.	Official Address.
Thomas Maher,	Blairsville, Pa.
Paul Graff,	"
J. M. Harvey,	"
John A. Graff,	"
J. B. Carson,	"

Date of charter: February 28, 1895.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$2,840 02
Total revenue,	$2,840 02

Expenses.

General operation of system,	$701 16
General maintenance of system,	612 92
Taxes,	57 59
Surplus for the year (exclusive of dividends),	1,068 35
Dividends,	400 00
Total expenses,	$2,840 02
Total surplus fund, June 30, 1901,	$507 25
Cost of equipment (either by purchase or construction),	561 10

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$5,566 23	Capital stock,	$8,400 00
Cost of equipment,	3,420 41	Current liabilities as follows, viz:	
Current assets as follows, viz:		Due lessee company for "additions and betterments,"	586 64
Cash on hand,	604 32	Profit and loss,	923 20
Bills receivable,	318 88		
Total,	$9,909 84	Total,	$9,909 84

CAMBRIDGE SPRINGS ELECTRIC TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
D. E. Kelly, President,	Cambridge Springs, Pa.
C. W. Jones, Secretary,	"
D. O. Kelly, Treasurer,	"
C. W. Jones, General Manager,	"

DIRECTORS.

Name.	Official Address.
A. H. Matteson,	Cambridge Springs, Pa.
Otto Kohler,	"

Date of charter: April 9, 1897.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$3,265 66
Total revenue,	$3,265 66

Expenses.

General operation of system,	$1,250 00
General maintenance of system,	200 00
Taxes,	175 00
Interest on other indebtedness,	300 00
All other expenses,	88 60
Surplus for the year (exclusive of dividends),	251 97
Dividends,	1,000 00
Total expenses,	$3,265 66
Total surplus fund, June 30, 1901,	$614 06

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$11,000 00	Capital stock,	$12,200 00
Cost of equipment,	5,800 00	Current liabilities as follows, viz:	
Current assets as follows, viz:		Loans,	4,600 00
Sinking fund,	614 06	Profit and loss,	614 06
Total,	$17,414 06	Total,	$17,414 06

CARBON TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
Wm. Schneider, President,	Summit Hill, Pa.
J. A. Quinn, Vice President,	Lansford, Pa.
W. H. Clewell, Secretary,	Summit Hill, Pa.
A. J. Thomas, Treasurer,	Lansford, Pa.
W. G. Whildon, General Manager,	"

DIRECTORS.

Name.	Official Address.
Wm. Schneider,	Summit Hill, Pa.
W. H. Clewell,	"
D. M. Wenner,	"
J. A. Quinn,	Lansford, Pa.
A. J. Thomas,	"
J. E. Lauer,	"
D. A. L. Davis,	"

Date of charter: June 26, 1899.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$163 00
Gross receipts from all other sources,	80 55
Total revenue,	$243 55

Expenses.

General operation of system,	$14 00
Taxes,	10 63
Interest on other indebtedness,	50 50
All other expenses,	51 37
Surplus for the year (exclusive of dividends),	117 05
Total expenses,	$243 55
Total surplus fund, June 31, 1900,	$117 05

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$1,860 00	Capital stock,	$1,710 00
Cost of equipment,	850 00	Current liabilities as follows, viz:	
Current assets as follows, viz:		Loans,	1,000 00
Cash on hand,	117 05	Profit and loss,	117 05
Total,	$2,827 05	Total,	$2,827 05

CARMICHAELS TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
W. H. Bailey, President,	Carmichaels, Pa.
H. G. Lincoln, Secretary and General Manager,	"
J. L. Rea, Treasurer,	"

DIRECTORS.

Name.	Official Address.
W. H. Bailey,	Carmichaels, Pa.
Frank Blacksher,	"
F. L. Lincoln,	"
W. S. Scott,	Carmichaels, Pa.
J. L. Rea,	Fordyse, Pa.

Date of charter: January 29, 1900.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$1,025 57
Gross receipts from all other sources,	3,390 00
Total revenue,	$4,415 57

Expenses.

General operation of system,	$147 00
General maintenance of system,	449 73
Taxes,	78 17
All other expenses,	3,503 15
Total expenses,	$4,178 05
Total surplus fund, June 30, 1901,	$237 53
Cost of additional lines (either by purchase or construction),	1,200 00
Cost of equipment (either by purchase or construction),	604 90

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$5,732 93	Capital stock,	$5,000 00
Cost of equipment,	931 23	Current liabilities as follows, viz:	
Current assets as follows, viz:		Loans,	2,850 00
Cash on hand,	237 52	Accounts payable,	76 68
Material and supplies on hand,	75 00		
Nineteen shares of stock at par,	950 00		
Total,	$7,926 68	Total,	$7,926 68

CARNEGIE TELEPHONE COMPANY.

Operated by Federal Telephone Company.

OFFICERS.

Name.	Official Address.
W. S. Mitchell, President,	Bissell Block, Pittsburg, Pa.
J. M. Bell, Vice President,	" "
W. A. Carr, Secretary,	" "
Fred De Land, Treas. and General Manager,	" "

DIRECTORS.

Name.	Official Address.
W. S. Mitchell,	Bissell Block, Pittsburg, Pa.
J. M. Bell,	" "
W. A. Carr,	" "
J. N. Moore,	" "
J. S. Carr,	" "

Date of charter: June 9, 1896.

CENTRAL DISTRICT AND PRINTING TELEGRAPH COMPANY.

OFFICERS.

Name.	Official Address.
D. Leet Wilson, President,	Pittsburg, Pa.
D. F. Henry, Vice President,	"
J. G. Stoaker, Secretary,	"
F. M. Stephenson, Treasurer,	"
D. F. Henry, General Manager,	"
W. D. Paynter, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
D. Leet Wilson,	Pittsburg, Pa.
D. F. Henry,	"
Geo. I. Whitney,	"
Alexander Cochran,	Boston, Mass.
C. Jay French,	"
Chas. E. Speer,	Pittsburg, Pa.
Jos. P. Davis,	Boston, Mass.
John G. Stephenson,	Pittsburg, Pa.
Daniel H. Wallace,	"
F. P. Fish,	Boston, Mass.

Date of charter: August 10, 1881.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$1,869,499 07
Gross receipts from all other sources: Capital stock, $1,000,000.00; bills payable, $1,449,790.00,	2,449,790 00
Total revenue,	$4,319,289 07

Expenses.

General operation of system,	$621,301 02
General maintenance of system,	562,498 63
Taxes,	102,204 44
Rentals and royalties,	112,545 73
Interest on other bonded indebtedness,	71,453 13
All other expenses,	63,653 71
Deficit for the year (exclusive of dividends),	24,187 59
Dividends,	360,000 00
Total expenses,	$1,869,499 07

Total surplus fund, June 30, 1901,	$391,664 58
Cost of additional lines (either by purchase or construction),	991,102 54
Cost of equipment (either by purchase or construction),	210,769 20
Purchase of real estate,	63,199 81

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$4,499,010 68	Capital stock,	$5,000,000 00
Cost of equipment,	933,727 23	Current liabilities as follows, viz:	
Other permanent investments as follows, viz:		Loans,	1,913,790 00
Real estate,	733,489 21	Accounts payable,	186,637 75
Current assets as follows, viz:		Reserve,	227,884 56
Cash on hand,	163,595 18	Profit and loss,	391,661 58
Bills receivable,	69 39		
Open accounts,	984,992 41		
Material and supplies on hand,	406,012 79		
Total,	$7,719,976 89	Total,	$7,719,976 89

CENTRAL PENNSYLVANIA TELEPHONE AND SUPPLY COMPANY.

OFFICERS.

Name.	Official Address.
R. M. Bailey, President,	Williamsport, Pa.
Richard O'Brien, Vice President,	Scranton, Pa.
John P. First, Secretary,	Williamsport, Pa.
Jas. E. Wilkinson, Treasurer,	"
M. H. Buehler, General Manager,	"

DIRECTORS.

Name.	Official Address.
R. M. Bailey,	Williamsport, Pa.
S. S. Blair,	Tyrone, Pa.
J. H. Boyer,	Williamsport, Pa.
James V. Brown,	"
Addison Candor,	"
C. E. Chittenden,	Scranton, Pa.
William Emery,	Williamsport, Pa.
C. Jay French,	Boston, Mass.
John A. Gamble,	Williamsport, Pa.
H. L. Huidekoper,	Philadelphia, Pa.
C. La Rue Munson,	Williamsport, Pa.
Richard O'Brien,	Scranton, Pa.
John R. T. Ryan,	Williamsport, Pa.
Henry W. White,	"
E. B. Westfall,	"

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$349,670 56
Total revenue,	$349,670 56

Expenses.

General operation of system,	$80,013 67
General maintenance of system,	102,912 58
Taxes,	12,536 93
Rentals and royalties,	20,622 40
Interest on bonded indebtedness,	9,503 81
Interest on other indebtedness,	921 53
All other expenses,	124,143 85
Surplus for the year (exclusive of dividends),	31,396 40
Dividends,	64,332 00
Total expenses,	$426,383 17
Cost of additional lines (either by purchase or construction),	$74,876 75
Purchase of real estate,	1,515 51

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$1,021,581 32	Capital stock,	$1,144,400 00
Cost of equipment,	249,170 64	Funded debt,	168,500 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	19,411 55	Accounts payable,	39,254 43
Bills receivable,	7,128 75	Reserve,	19,744 47
Due by agents,	9,756 48	Mortgages payable,	4,400 00
Material and supplies on hand,	25,371 91	Net earnings June 30, 1901,	20,678 91
Sinking fund,	10,433 41	Profit and loss,	31,396 40
Real estate,	82,720 15		
Insurance and accident fund,	1,800 00		
Total,	$1,427,374 21	Total,	$1,427,374 21

CITIZENS' TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
A. P. Bedford, President,	Scranton, Pa.
Walter A. Wood, Secretary,	Honesdale, Pa.
R. M. Stocker, Treasurer,	"
R. Dusinberre, General Manager,	"

DIRECTORS.

Name.	Official Address.
Andrew P. Bedford,	Scranton, Pa.
Walter A. Wood,	Honesdale, Pa.
R. M. Stoker,	"
R. Dusinberre,	"
Samuel Jones,	Carbondale, Pa.

Date of charter: December 17, 1895.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$3,200 00
Total revenue,	$3,200 00

Expenses.

General operation of system,	$1,701 00
General maintenance of system,	387 78
Taxes,	66 22
Rentals and royalties,	120 00
Interest on bonded indebtedness and principal paid,	450 00
All other expenses,	75 00
Surplus for the year (exclusive of dividends),	400 00
Total expenses,	$3,200 00

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$6,400 00	Capital stock,	$5,100 00
Cost of equipment,	4,300 00	Funded debt,	1,244 36
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	400 00	Due lessee company for "additions and betterments,"	4,200 64
		Sundries,	155 00
		Profit and loss,	400 00
Total,	$11,100 00	Total,	$11,100 00

CLARION TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
W. F. Collner, President,	Clarion, Pa.
S. E. Collner, Vice President,	"
J. W. Knapp, Secretary,	"
A. B. Collner, Treasurer,	"
F. R. Knapp, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
W. F. Collner,	Clarion, Pa.
J. E. Collner,	"
J. W. Knapp,	"
A. B. Collner,	"
F. R. Knapp,	"

Date of charter: January 21, 1896.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$4,070 72
Total revenue,	$4,070 72

Expenses.

General operation of system,	$1,263 52
Taxes,	101 17
Interest on other indebtedness,	164 00
All other expenses, right of way,	5 00
Surplus for the year (exclusive of dividends),	2,537 03
Total expenses,	$4,070 72
Total surplus fund, June 30, 1901,	$7,462 55
Cost of additional lines (either by purchase or construction),	1,682 12
Cost of equipment (either by purchase or construction),	632 11

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$18,140 63	Capital stock,	$17,000 00
Cost of equipment,	6,415 00	Current liabilities as follows, viz:	
Current assets as follows, viz:		Accounts payable,	297 60
Cash on hand,	2 45	Profit and loss,	7,462 55
Open accounts,	89 61		
Tools,	112 46		
Total,	$24,760 15	Total,	$24,760 15

COLUMBIA TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
H. C. Young, President,	Columbia, Pa.
W. G. Taylor, Secretary and Treasurer,	"
H. C. Young, General Manager,	"
H. W. Johnson, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
H. C. Young,	Columbia, Pa.
W. G. Taylor,	"
G. W. Hinkle,	"
S. S. Mann,	"
Chas. Rochow,	"
M. R. Hoffman,	Marietta, Pa.
C. S. Oberlin,	Columbia, Pa.

Date of charter: May 6, 1895.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$10,606 00
Gross receipts from all other sources,	1,045 26
Total revenue,	$11,651 26

Expenses.

General operation of system,	$4,463 88
General maintenance of system,	1,388 86
Taxes,	769 38
Insurance,	25 50
Interest on other indebtedness,	102 42
All other expenses,	288 83
Surplus for the year (exclusive of dividends),	3,170 89
Dividends,	1,441 50
Total expenses,	$11,651 26

Total surplus fund, June 30, 1901,	$5,870 54
Cost of additional lines and equipment (either by purchase or construction),	9,507 76

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line and equipment,	$66,949 36	Capital stock,	$50,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Open accounts,	52 52	Loans,	9,762 57
		Accounts payable,	1,368 77
		Profit and loss,	5,870 54
Total,	$67,001 88	Total,	$67,001 88

CONFLUENCE, URSINA AND ADDISON TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
J. M. Dodds, President,	Confluence, Pa.
J. B. Davis, Secretary and Treasurer,	Ursina, Pa.
Curtin Bowlin, General Manager,	Confluence, Pa.

DIRECTORS.

Name.	Official Address.
J. M. Dodds,	Confluence, Pa.
V. M. Black,	"
Curtin Bowlin,	"
J. B. Davis,	Ursina, Pa.
E. Van Sickel,	"
Jessie Siston,	Lestonburgh, Pa.

Date of charter: October 25, 1897.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$9,400 00
Total revenue,	$9,400 00

Expenses.

General operation of system,	$4,190 00
Total expenses,	$13,590 00
Total surplus fund, June 30, 1901,	$41 90

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$906 18	Capital stock,	$1,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	42 31	Due lessee company for "additions and betterments,"	41 90
Open accounts,	25 00		
Sundries,	68 41		
Total,	$1,041 90	Total,	$1,041 90

CONNEAUTVILLE TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
J. T. Snodgrass, President,	Conneautville, Pa.
L. D. Corey, Secretary,	"
J. T. Snodgrass, Treasurer,	"
L. D. Corey, General Manager,	"
Dayton Lawrence, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
J. T. Snodgrass,	Conneautville, Pa.
N. L. Corey,	"
G. Royal,	"
C. A. Snodgrass,	"
Dayton Lawrence,	"
L. D. Corey,	"

Date of carter: May 16, 1898.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$1,979 63
Gross receipt from all other sources,	150 00
Total revenue,	$2,029 63

Expenses.

General operation of system,	$1,060 00
General maintenance of system,	150 00
Interest on bonded indebtedness,	60 00
All other expenses,	300 00
Dividends,	360 00
Total expenses,	$1,930 00
Total surplus fund, June 30, 1901,	$147 02

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$18,000 00	Capital stock,	$18,000 00
Current assets as follows, viz:		Profit and loss,	147 02
Cash on hand,	147 02		
Total,	$18,147 02	Total,	$18,147 02

CONNELLSVILLE, KLONDIKE, NORMALVILLE AND OHIO PYLE TELEGRAPH COMPANY.

OFFICERS.

Name.	Official Address.
H. P. Berryhill, President,	Connellsville, Pa.
A. G. C. Sherbondy, Secretary,	Normalville, Pa.
Mc. T. Kemp, Treasurer,	Connellsville, Pa.
W. S. Colburn, General Superintendent,	Mill Run, Pa.

DIRECTORS.

Name.	Official Address.
H. P. Berryhill,	Connellsville, Pa.
A. G. C. Sherbondy,	Normalville, Pa.
H. K. Brooks,	"
M. T. Kemp,	Connellsville, Pa.
W. S. Colburn,	Mill Run, Pa.
August Stickel,	"
A. L. Skinner,	Ohiopyle, Pa.
A. J. Colburn,	"
E. C. Higbe,	Connellsville, Pa.

Date of charter: November 10, 1898.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$1,017 88
Total revenue,	$1,017 88

Expenses.

General operation of system,	$189 00
General maintenance of system,	126 26
Rentals and royalties,	335 62
Surplus for the year (exclusive of dividends),	201 30
Dividends for year ending October 15, 1900,	165 70
Total expenses,	$1,017 88
Total surplus fund, June 30, 1901,	$201 30
Cost of equipment (either by purchase or construction),	960 00

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$3,870 00	Capital stock,	$2,870 00
Current assets as follows, viz:		Profit and loss,	201 00
Open accounts,	201 30		
Total,	$3,071 30	Total,	$3,071 00

COUDERSPORT TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
James L. Knox, President,	Coudersport, Pa.
A. N. Crandall, Secretary and Treasurer,	"
D. B. Belknap, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
E. H. Asberoft,	Coudersport, Pa.
G. H. Doane,	"
G. H. Grabe,	"
I. P. Collins,	"
A. B. Mann,	"

Date of charter: January 5, 1895.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$1,284 29
Total revenue,	$1,284 29

Expenses.

General operation and maintenance of system,	$352 49
Taxes,	17 24
Rentals and royalties,	938 55
Interest on bonded indebtedness,	80 83
Total expenses,	$1,389 11
Total fund, June 30, 1901, deficit paid out of additional loan,	$99 82
Cost of additional lines (either by purchase or construction),	229 20
Cost of equipment (either by purchase or construction),	477 21

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$1,767 05	Capital stock,	$2,400 00
Cost of equipment,	2,627 21	Current liabilities as follows, viz:	
Current assets as follows, viz:		Loans,	2,000 00
Cash on hand,	698 47	Accounts payable,	415 70
Open accounts,	30 85	Profit and loss,	307 91
Total,	$5,123 61	Total,	$5,123 61

CRESSON TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
G. S. Mitchell, President,	Cresson, Pa.
F. J. Burgoon, Vice President,	"
J. P. Conley, Secretary,	"
J. S. Willis, Treasurer,	"
F. J. Burgoon, General Manager,	"

DIRECTORS.

Name.	Official Address.
G. S. Mitchell,	Cresson, Pa.
F. J. Burgoon,	"
J. P. Conley,	"
J. S. Willis,	"
John Pflester,	"
L. T. Sanker,	Loretto, Pa.
H. C. Hill,	Galitzan, Pa.

Date of charter: July 2, 1896.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$1,414 13
Gross receipts from all other sources,	2,100 00
Total revenue,	$3,514 13

Expenses.

General operation of system,	$1,062 28
General maintenance of system,	501 79
Rentals and royalties,	204 00
Interest on bonded indebtedness,	80 50
Interest on other indebtedness,	31 75
Surplus for the year (exclusive of dividends),	784 01
Total expenses,	$2,664 33
Total surplus fund, June 30, 1901,	$1,081 41
Cost of additional lines (either by purchase or construction),	463 07
Cost of equipment (either by purchase or construction,	428 95

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$4,771 29	Capital stock,	$4,700 00
Cost of equipment,	2,012 92	Funded debt,	300 00
Total,	$6,784 21	Current liabilities as follows, viz:	
Less amount charged off for depreciation and other items,	1,157 10	Dividends unpaid,	162 50
		Sundries payable,	813 49
		Profit and loss,	1,081 41
Total,	$5,627 11		
Current assets as follows, viz:			
Cash on hand,	546 54		
Open accounts,	883 75		
Total,	$7,057 40	Total,	$7,057 40

CROSS FORK, GERMANIA AND GALETON TELEPHONE ASSOCIATION COMPANY.

OFFICERS.

Name.	Official Address.
E. Peltz, President,	Cross Fork, Pa.
F. W. Peck, Vice President,	"
M. Gorman, Secretary,	"
C. G. Siglin, Treasurer,	"

DIRECTORS.

Name.	Official Address.
E. Peltz,	Cross Fork, Pa.
F. W. Peck,	"
M. Gorman,	"
C. G. Siglin,	"
Harry Duncan,	"
J. H. Green,	"
E. C. Armstrong,	"
F. L. Peck,	Scranton, Pa.
Henry Beodle,	Dogus Mines, Pa.
J. D. Anderson,	St. Marys, Pa.
Herman Schworzenboch,	Germania, Pa.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$427 43
Gross receipts from all other sources,	2 40
Total revenue,	$429 83

Expenses.

General operation of system,	$37 75
General maintenance of system,	105 78
Rentals and royalties,	71 89
All other expenses,	14 80
Total expenses,	$230 22
Total surplus fund, June 30, 1901,	$202 14

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$2,618 43	Capital stock,	$3,000 00
Cost of equipment,	59 01	Profit and loss,	202 14
Current assets as follows, viz:			
Cash on hand,	202 14		
Open accounts,	322 53		
Total,	$3,202 14	Total,	$3,202 14

CUMBERLAND VALLEY TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
R. W. Ramsey, President,	Chambersburg, Pa.
Irwin C. Elder, Vice President,	"
H. B. McNulty, Secretary,	"
David Mackey Treasurer,	"
H. B. McNulty, General Manager,	"
J. S. Monts, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
M. C. Kennedy,	Chambersburg, Pa.
Geo. H. Stewart,	"
E. M. Smith,	"
D. K. Appenzeller,	"
Jno. A. Zallinger,	Ormstown, Pa.
W. L. Minick,	Chambersburg, Pa.
T. M. Nelson,	"
D. B. Nace,	"

Date of charter: October 3, 1898.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$18,169 64
Total revenue,	$18,169 64

Expenses.

General operation of system,	$6,519 72
General maintenance of system,	3,978 04
Taxes,	104 86
Interest on other indebtedness,	1,375 00
Surplus for the year (exclusive of dividends),	6,392 02
Total expenses,	$18,169 64
Total surplus fund, June 30, 1901,	$6,392 02
Cost of additional lines (either by purchase or construction),	30,649 99

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$104,199 99	Capital stock,	$75,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	160 00	Loans,	27,500 00
Bills receivable,	515 00	Accounts payable,	4,000 00
Material and supplies on hand.	2,492 82	Sundries,	768 41
Total,	$107,368 41	Total,	$107,368 41

DELAWARE AND ATLANTIC TELEGRAPH AND TELEPHONE COMPANY OF PENNSYLVANIA.

OFFICERS.

Name.	Official Address.
James E. Mitchell, President,	Philadelphia, Pa.
W. S. Peirsol, Secretary and Treasurer,	"
W. T. Westbrook, General Manager,	"

DIRECTORS.

Name.	Official Address.
James E. Mitchell,	Philadelphia, Pa.
James Merrihew,	New York, N. Y.
Thomas Sherwin,	Boston, Mass.
Alexander Cochrane,	"
H. S. Huidekoper,	Philadelphia, Pa.
S. M. Plush,	"
W. T. Westbrook,	"

Date of charter: May 28, 1883.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$147,126 06
Total revenue,	$147,126 06

Expenses.

General operation of system,	$52,281 26
General maintenance of system,	66,735 18
Taxes,	1,960 07
Rentals and royalties,	7,530 07
Interest on other indebtedness,	19,277 72
Total expenses,	$147,784 30
Total surplus fund, June 30, 1901,	$18,582 35
Cost of additional lines (either by purchase or construction),	166,525 44
Cost of equipment (either by purchase or construction),	40,256 98

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$317,325 70	Capital stock,	$10,000 00
Cost of equipment,	100,648 10	Current liabilities as follows, viz:	
		Accounts payable,	389,390 95
		Profit and loss,	18,582 35
Total,	$417,973 80	Total,	$417,973 80

DELMAR AND HOYTVILLE TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
C. A. Groll, President,	Knapp, Pa.
D. S. Field, Secretary,	Wellsboro, Pa.
M. E. Quimby, Treasurer,	Knapp, Pa.
D. H. Darby, General Superintendent,	Hoytville, Pa.

Date of charter: September 17, 1900.

36—8—1901

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$134 00
Total revenue,	$134 00

Expenses.

General operation of system,	$39 00
Taxes,	64
Total expenses,	$39 64

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$638 00	Capital stock,	$2,000 00
Current assets as follows, viz:			
Cash on hand,	62 00		
Stock not taken (outstanding),	1,300 00		
Total,	$2,000 00	Total,	$2,000 00

EAST PITTSBURG TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
John F. Miller, President,	East Pittsburg, Pa.
Jos. T. Miller, Secretary,	"
Jos. R. Blue, Treasurer,	Pittsburg, Pa.

DIRECTORS.

Name.	Official Address.
John F. Miller,	East Pittsburg, Pa.
W. R. Corbett,	Pittsburg, Pa.
Geo. C. Reiter,	"
Jos. R. Blue,	"
Jos. T. Miller,	East Pittsburg, Pa.

Date of charter: June 1, 1894.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$63 00
Total revenue,	$63 00

Expenses.

General operation of system,	$63 00
Total expenses,	$63 00
Total surplus fund, June 30, 1901,	$6 89

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$4,997 19	Capital stock,	$5,000 00
Current assets as follows, viz:		Profit and loss,	6 89
Cash on hand,	9 70		
Total,	$5,006 89	Total,	$5,006 89

ELIZABETH TELEPHONE COMPANY.

Operated by Federal Telephone Company.

OFFICERS.

Name.	Official Address.
W. S. Mitchell, President,	Bissell Block, Pittsburg, Pa.
J. M. Bell, Vice President,	" "
W. A. Carr, Secretary,	" "
Fred. DeLand, Treasurer and General Manager,	" "

DIRECTORS.

Name.	Official Address.
W. S. Mitchell,	Bissell Block, Pittsburg, Pa.
J. M. Bell,	" "
W. A. Carr,	" "
J. H. Moore,	" "
J. S. Carr,	" "

Date of charter: June 20, 1899.

ELK TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
Geo. W. Boyer, President,	St. Marys, Pa.
C. G. Wilson, Secretary and Treasurer,	"
Geo. W. Herrick, General Manager,	"

DIRECTORS.

Name.	Official Address.
Andrew Kane,	St. Marys, Pa.
George W. Boyer,	"
A. L. Blaisdell,	"
William Gies,	"
B. E. Wellendorf,	"
C. G. Wilson,	"
Perry R. Smith,	Ridgway, Pa.
Harry R. Hyde,	"
M. S. Kline,	"
Alvis Urman,	Kersey, Pa.

Date of charter: July 7, 1899.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$3,645 88
Total revenue,	$3,645 88

Expenses.

General operation of system,	$1,322 94
Taxes,	50 00
Surplus for the year (exclusive of dividends),	1,272 94
Total expenses,	$2,645 88
Total surplus fund, June 30, 1901,	$1,272 94

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$7,305 00	Capital stock,	$14,725 00
Cost of equipment,	7,420 00	Current liabilities as follows, viz:	
Current assets as follows, viz:		Dividends unpaid,	1,272 94
Cash on hand,	293 54		
Open accounts,	979 40		
Total,	$15,997 94	Total,	$15,997 94

FARMERS' TELEPHONE AND SUPPLY COMPANY.

OFFICERS.

Name.	Official Address.
C. A. Long, President,	Muhlenburg, Pa.
I. A. Long, Vice President,	Sweet Valley, Pa.
C. B. Wheeler, Secretary,	Muhlenburg, Pa.
Geo. Callender, Treasurer,	Sweet Valley, Pa.
A. T. Dymond, General Manager,	Hemlocks Creek, Pa.

DIRECTORS.

Name.	Official Address.
Major Benscoter,	Muhlenburg, Pa.
W. W. Prichard,	Prichard, Pa.
Wm. Hartman,	Oakleaf, Pa.
Geo. Wesley,	Sweet Valley, Pa.
Frank Croop,	Hemlocks Creek, Pa.

Date of charter: March 5, 1900.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$75 00
Total revenue,	75 00

Expenses.

General operation of system,	$5 72
General maintenance of system,	71 40
All other expenses,	14 49
Total expenses,	$91 61

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$945 44	Capital stock,	$1,400 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	57 72	Accounts payable,	62 77
Open accounts,	3 00		
Profit and loss,	456 61		
Total,	$1,462 77	Total,	$1,462 77

FARMERS' MUTUAL TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
J. F. Haverly, President,	Cherry Flats, Pa.
A. J. Richards, Secretary,	"
E. C. Howell, Treasurer,	"

DIRECTORS.

Name.	Official Address.
T. J. Davies,	Cherry Flats, Pa.
Chas. Hazelett,	East Charleston, Pa.
Jos. Emberger,	"
Fred. Niles,	Charleston, Pa.
L. Wilkins,	East Charleston, Pa.
R. A. Ely,	Wellsboro, Pa.
J. J. Evans,	Round Top, Pa.
J. S. Hoard,	Mansfield, Pa.
Chas. Scouton,	East Charleston, Pa.
Elwin Davis,	Middlebury, Pa.
Wm. Green,	Sweet Briar, Pa.
Frank Kelley,	West Covington, Pa.

Date of charter: March 22, 1900.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$186 00
Gross receipts from all other sources, assessment,	274 00
Total revenue,	$460 00

Expenses.

General operation of system,	$180 00
All other expenses,	280 00
Total expenses,	$460 00

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$4,540 00	Capital stock,	$5,000 00
Cost of equipment,	460 00		
Grand total,	$5,000 00	Grand total,	$5,000 00

FEDERAL TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
W. S. Mitchell, President,	Bissell Block, Pittsburg, Pa.
J. M. Bell, Vice President,	" "
W. A. Carr, Secretary,	" "
Fred. De Land, Treasurer and General Manager,	" "
R. R. Fralich, General Superintendent,	" "

DIRECTORS.

Name.	Official Address.
W. S. Mitchell,	Bissell Block, Pittsburg, Pa.
J. M. Bell,	" "
W. A. Carr,	" "
J. H. Moore,	" "
J. S. Carr,	" "

Date of charter: September 21, 1899.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$21,589 15
Total revenue,	$21,589 15

Expenses.

General operation of system,	$22,257 77
General maintenance of system,	18,580 60
Taxes,	3,210 24
All other expenses,	12,542 75
Surplus for the year (exclusive of dividends), loss,	35,002 21
Total expenses,	$56,591 36
Total discrepency June 30, 1901,	$43,509 62

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$259,285 02	Capital stock,	$10,000 00
Cost of equipment,	34,629 36	Current liabilities as follows, viz:	
Current assets as follows, viz:		Loans, directors loans,*	339,176 13
Cash on hand,	3,438 02		
Material and supplies on hand,	6,574 12		
Sundries,	1,739 99		
Profit and loss,	43,509 62		
Total,	$349,176 13	Total,	$349,176 13

*Amount advanced by the directors to complete the construction of various plants and toll lines. When the construction is completed this amount will be capitalized.

FOREST TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
A. E. Stonecipher, President,	Marienville, Pa.
D. B. Shields, Vice President,	"
J. B. Cottle, Secretary,	"
E. A. Yetter, Treasurer,	"

DIRECTORS.

Name.	Official Address.
A. E. Stonecipher,	Marienville, Pa.
D. B. Shields,	"
P. W. Russell,	"
Geo. Wagner,	"
C. A. Randall,	Tionesta, Pa.

Date of charter: November 3, 1897.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$2,023 48
Total revenue,	$2,023 48

Expenses.

General operation of system,	$887 18
General maintenance of system,	396 41
Taxes,	36 84
Surplus for the year (exclusive of dividends),	203 05
Dividends,	500 00
Total expenses,	$2,023 48
Total surplus fund, June 30, 1901,	$928 34

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$3,422 95	Capital stock,	$5,000 00
Cost of equipment,	3,492 65	Current liabilities as follows, viz:	
Current assets as follows, viz:		Additions and betterments,	925 60
Cash on hand,	928 34	Profit and loss,	928 34
Total,	$6,853 94	Total,	$6,853 94

FREEPORT TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
J. H. Shoop, President,	Freeport, Pa.
F. A. Seitz, Vice President,	"
G. B. Findley, Secretary and Treasurer	"

DIRECTORS.

Name.	Official Address.
G. M. Hill,	Freeport, Pa.
J. H. Holmes,	"
J. T. McCulloah,	"
R. B. McKee,	"
H. S. Smith,	"

Date of charter: October 27, 1899.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$822 59
Total revenue,	$822 59

Expenses.

General operation of system,	$254 00
Taxes,	16 28
Rentals,	55 00
Interest on bonded indebtedness,	47 75
All other expenses,	235 61
Surplus for the year (exclusive of dividends),	200 34
Total expenses,	$808 93
'otal surplus fund, June 30, 1901,	$234 88

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$3,060 32	Capital stock,	$3,300 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	16 62	Accounts payable,	5 50
Open accounts,	57 94	Profit and loss,	284 88
Profit and loss,	74 56		
Total,	$3,134 88	Total,	$3,134 88

HANOVER TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
S. L. Johns, President,	McSherreystown, Pa.
Geo. D. Gitt, Vice President,	Hanover, Pa.
F. J. Oneill, Secretary,	"
J. D. Zouck, Treasurer,	"
F. J. Oneill, General Manager,	"

DIRECTORS.

Name.	Official Address.
S. L. Johns,	McSherreystown, Pa.
George D. Gitt,	Hanover, Pa.
F. J. Oneill,	"
H. N. Gitt,	"
C. J. Dellone,	"
M. O. Smith,	"
G. H. Shirk,	"

Date of charter: October 29, 1894.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$5,126 25
Total revenue,	$5,126 25

Expenses.

General operation of system,	$1,805 75
General maintenance of system and fire loss,	1,036 80
Taxes,	104 39
Rentals and royalties,	127 25
Interest on other indebtedness,	35 00
Surplus for the year (exclusive of dividends),	1,952 86
Dividends,	64 20
Total expenses,	$5,126 25
Total surplus fund, June 30, 1901, profit and loss account,	$7,876 37
Cost of additional lines (either by purchase or construction),	622 04
Cost of equipment (either by purchase or construction),	1,258 18

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$12,821 55	Capital stock,	$10,000 00
Cost of equipment,	6,683 18	Current liabilities as follows, viz:	
Current assets as follows, viz:		Loans,	1,700 00
Cash on hand,	71 64	Profit and loss,	7,876 37
Total,	$19,576 37	Total,	$19,576 37

HOME TELEPHONE AND ELECTRIC COMPANY.

OFFICERS.

Name.	Official Address.
G. R. Webb, acting President,	Pittsburg, Pa.
R. F. Bonsall, Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
Geo. R. Webb,	Pittsburg, Pa.
R. W. Spring,	"
W. D. Evans,	"
J. H. Hunter,	"
W. H. Crumb,	"

Date of charter: July 12, 1890.

REVENUE AND EXPENSES.

Revenue.

Gross revenue from entire system,	$174 50
Total revenue,	$174 50

Expenses.

General operation of system,	$1,296 39
Exclusive of dividends, deficit,	1,121 89
Total expenses,	$174 50

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$15,050 00	Capital stock,	$15,000 00
Profit and loss,	1,121 89	Current liabilities as follows, viz: Accounts payable,	1,121 89
Total,	$16,171 89	Total,	$16,171 89

HUDSON RIVER TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
James H. Manning, President,	Albany, N. Y.
Jeffries Wyman, Vice President,	Boston, Mass.
Walter B. Butler, Secretary;	Albany, N. Y.
James J. Fitzsimmons, Treasurer,	"
Henry E. Hawley, General Manager,	"
John A. Highlands, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
James H. Manning,	Albany, N. Y.
Jeffries Wyman,	Boston, Mass.
C. Jay French,	"
D. Cady Herrick,	Albany, N. Y.
John G. Myers,	"
Geo. P. Ide,	Troy, N. Y.
Walter C. Hunstone,	New York, N. Y.
John E. Adriance,	Poughkeepsie, N. Y.
Joseph P. Davis,	New York, N. Y.

Date of charter: April 26, 1883.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$519,679 78
Total revenue,	$519,679 78

Expenses.

General operation of system,	$93,341 13
General maintenance of system,	206,686 80
Taxes,	11,223 10
Rentals and royalties,	30,101 46
Interest on other indebtedness,	3,855 91
All other expenses,	9,671 65
Surplus for the year (exclusive of dividends),	167,799 73
Total expenses,	$519,679 78
Total surplus fund, June 30, 1901,	$299,816 46

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$2,599,590 13	Capital stock,	$2,854,200 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Stock of other companies,	570,400 00	Accounts payable,	335,629 94
Current assets as follows, viz:		Profit and loss,	299,816 46
Cash on hand,	59,154 44		
Bills receivable,	111,967 57		
Material and supplies on hand,	61,701 83		
Real estate,	86,832 43		
Total,	$3,489,646 40	Total,	$3,489,646 40

HUDSON RIVER TELEPHONE COMPANY OF PENNSYLVANIA.

OFFICERS.

Name.	Official Address.
James H. Manning, President,	Albany, N. Y.
W. F. Snyder, Vice President,	Honesdale, Pa.
W. B. Butler, Secretary,	Albany, N. Y.
J. J. Fitzsimmons, Treasurer,	"
H. E. Hawley, General Manager,	"
A. L. Bishop, General Superintendent,	Hawley, Pa.

DIRECTORS.

Name.	Official Address.
James H. Manning,	Albany, N. Y.
D. C. W. Herrick,	"
H. E. Hawley,	"
J. Wyman,	Boston, Mass.
W. F. Suydem,	Honesdale, Pa.
A. F. Searle,	"
L. J. Dorflinger,	"

Date of charter: March 15, 1897.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$2,596 32
Total revenue,	$2,596 32

Expenses.

General operation of system,	$474 95
General maintenance of system,	1,899 03
Rentals and royalties,	158 37
Total expenses,	$2,532 35
Total surplus fund, June 30, 1901,	$63 97

GENERAL BALANCE SHEET.

Assets.	Amount.	Assets.	Amount.
Cost of line,	$5,000 00	Capital stock,	$5,000 00
Total,	$5,000 00	Total,	$5,000 00

INDIANA TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
M. C. Watson, President,	Indiana, Pa.
S. J. Telford, Secretary,	"
J. M. Watt, Treasurer,	"
J. C. Rugh, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
Thomas Hart,	Clarksburg, Pa.
H. S. Thompsan,	Indiana, Pa.
J. A. Findley,	"

Date of charter: March 18, 1889.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$7,625 91
Gross receipts from all other sources,	234 73
Total revenue,	$7,860 64

Expenses.

General operation and maintenance of system,	$4,759 83
Taxes,	245 44
Rentals and royalties,	129 00
Interest on bonded indebtedness,	66 10
Surplus for the year (exclusive of dividends),	1,460 22
Dividends,	1,200 00
Total expenses,	$7,860 64
Total surplus fund, June 30, 1901,	1,132 00
Cost of additional lines (either by purchase or construction),	516 00

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$18,297 00	Capital stock,	$20,000 00
Cost of equipment,	6,975 00	Current liabilities as follows, viz:	
Current assets as follows, viz:		Loans,	1,700 00
Cash on hand,	54 00	Due lessee company for "additions and betterments,"	1,648 00
Open accounts,	225 00	Accounts payable,	277 00
Material and supplies on hand,	90 00	Profit and loss,	2,016 00
Total,	$25,641 00	Total,	$25,641 00

JOHNSTOWN TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
Chas. Griffith, President,	Johnstown, Pa.
E. D. Schade, Secretary,	"
P. F. McAneny, Treasurer,	"
E. D. Schade, General Manager,	"

DIRECTORS.

Name.	Official Address.
Chas. Griffith,	Johnstown, Pa.
P. F. McAneny,	"
C. J. Mayer,	"
H. H. Weaver,	"
P. S. Fisher,	"
A. Foster,	"
Wm. H. Smith,	"
J. P. Thomas,	"
W. B. Lowman,	"

Date of charter: February 22, 1895.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$20,618 30
Gross receipts from all other sources,	53,150 00
Total revnue,	$73,768 30

Expenses.

General operation of system,	$6,484 54
General maintenance of system,	2,248 88
Taxes,	697 06
Rentals and royalties,	368 50
Interest on bonded indebtedness,	400 00
Interest on other indebtedness,	105 17
All other expenses,	1,688 77
Surplus for the year (exclusive of dividends),	4,117 76
Dividends,	2,811 00
Total expenses,	$18,921 67
Total surplus fund, June 30, 1901,	$11 99
Cost of additional lines (either by purchase or construction),	60,401 08
Cost of equipment (either by purchase or construction),	11,731 08
Purchase of real estate,	3,000 00

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$101,366 24	Capital stock,	$100,000 00
Cost of equipment,	22,477 31	Funded debt,	8,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	2 069 22	Loans,	17,870 78
		Profit and loss,	11 99
Total,	$125,882 77	Total,	$125,882 77

JUNIATA AND SHAVER'S CREEK TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
J. T. Henry, President,	Cottage, Pa.
S. L. Stryker, Secretary,	Petersburg, Pa.
R. A. Crownover, Treasurer,	Manor Hill, Pa.

DIRECTORS.

Name.	Official Address.
J. T. Henry,	Cottage, Pa.
S. L. Stryker,	Petersburg, Pa.
R. A. Crownover,	Manor Hill, Pa.
Mrs. O. M. Whipple,	McAloey's Fort, Pa.

Date of charter: July 1, 1897.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$367 37
Total revenue,	$367 37

Expenses.

Rentals and royalties,	$66 00
All other expenses,	53 28
Dividends,	248 09
Total expenses,	$367 37

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$1,465 00	Capital stock,	$2,000 00
Cost of equipment,	75 00		
Current assets as follows, viz:			
Capital stock not sold,	460 00		
Total,	$2,000 00	Total,	$2,000 00

KISKIMINITIS VALLEY TELEPHONE COMPANY.

Operated by Federal Telephone Company.

OFFICERS.

Name.	Official Address.
W. S. Mitchell, President,	Bissell Block, Pittsburg, Pa.
J. M. Bell, Vice President,	" "
W. A. Carr, Secretary,	" "
Fred De Land, Treasurer and Gen'l Manager,	" "

DIRECTORS.

Name.	Official Address.
W. S. Mitchell,	Pittsburg, Pa.
J. M. Bell,	"
W. A. Carr,	"
J. H. Moor,	"
J. S. Carr,	"

Date of charter: November 23, 1896.

KITTANNING TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
John G. Ayres, President,	Kittanning, Pa.
R. P. Marshall, Vice President,	"
K. B. Schotte, Secretary, Treasurer and General Manager,	"

DIRECTORS.

Name.	Official Address.
John G. Ayres,	Kittanning, Pa.
R. P. Marshall,	"
K. B. Schotte,	"
C. J. Jessop,	"
S. H. Ayres,	"

Date of charter: August 31, 1896.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$4,912 60
Gross receipts from all other sources,	414 12
Total,	$5,326 72

Expenses.

General operation of system,	$2,734 92
General maintenance of system,	436 86
Taxes,	287 08
Interest on other indebtedness,	71 32
All other expenses,	343 23
Surplus for the year (exclusive of dividends),	253 31
Dividends,	1,200 00
Total expenses,	$5,326 72
Total surplus fund, June 30, 1901,	$976 02
Cost of additional lines and equipment (either by purchase or construction),	2,255 85

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$13,490 76	Capital stock,	$12,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	2 02	Loans,	1,500 00
Bills receivable,	1,061 70	Accounts payable,	78 46
		Profit and loss,	976 02
Total,	$14,554 48	Total,	$14,554 48

LACKAWANNA TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
Wm. J. Lewis, President,	Scranton, Pa.
A. P. Bedford, Vice President,	"
W. L. Connell, Secretary and Treasurer,	"
Samuel E. Wayland, General Manager,	"

DIRECTORS.

Name.	Official Address.
Wm. J. Lewis,	Scranton, Pa.
R. G. Brooks,	"
W. L. Connell,	"
Charles Robinson,	"
A. P. Bedford,	"
E. J. Robinson,	"
T. J. Foster,	"

Date of charter: January 7, 1897.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$1,015 29
Total revenue,	$1,015 29

Expenses.

General operation of system,	$641 80
General maintenance of system,	45 38
Taxes,	8 12
Interest on bonded indebtedness,	12,500 00
Surplus for the year (exclusive of dividends),	319 99
Total expenses,	$13,515 29
Total surplus fund, June 30, 1901,	$5,645 76
Cost of additional lines (either by purchase or construction),	45,000 00

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$1,062,754 40	Capital stock,	$600,000 00
Current assets as follows, viz:		Funded debt,	400,000 00
Cash on hand,	319 99	Current liabilities as follows, viz:	
Open accounts,	1,983 43	Due lessee company for "additions and betterments,"	22,754 40
Material and supplies on hand,	3,432 34	Profit and loss,	5,645 76
Total,	$1,068,400 16	Total,	$1,068,400 16

LATROBE TELEPHONE EXCHANGE COMPANY.

Operated by Federal Telephone Company.

OFFICERS.

Name.	Official Address.
W. S. Mitchell, President,	Bissell Block, Pittsburg, Pa.
J. M. Bell, Vice President,	" "
W. A. Carr, Secretary,	" "
Fred De Land, Treasurer and Gen'l Manager,	" "

DIRECTORS.

Name.	Official Address.
W. S. Mitchell,	Bissell Block, Pittsburg, Pa.
J. M. Bell,	" "
W. A. Carr,	" "
J. H. Moore,	" "
J. S. Bell,	" "

LEHIGH TELEGRAPH COMPANY.

OFFICERS.

Name.	Official Address.
A. B. Chandler, President,	253 Broadway, New York, N. Y.
W. H. Baker, Vice President,	" "
J. O. Stevens Secretary,	" "
E. C. Platt, Treasurer,	" "

DIRECTORS.

Name.	Official Address.
A. B. Chandler,	253 Broadway, New York, N. Y.
W. H. Baker,	" "
G. W. Caper,	" "
W. P. Fergerson,	" "
E. C. Platt,	" "
C. C. Adams,	Philadelphia, Pa.
R. V. Dey,	San Francisco, Cal.
Kehl Merkley,	Macungie, Pa.

Date of charter: April 18, 1878.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$3,305 12
Total revenue,	$3,305 12

Expenses.

General maintenance of system,	$4,168 53
Taxes,	61 41

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$7,700 00	Capital stock,	$38,500 00
Profit and loss,	30,800 00		
Total,	$38,500 00	Total,	$38,500 00

LEHIGH TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
Thomas Daugherty, President,	Allentown, Pa.
Wilson Hartzell, Vice President,	"
Fred. E. Lewis, Secretary,	"
Frank H. Hersh, Treasurer,	"
F. A. Demanst, General Manager,	"

DIRECTORS.

Name.	Official Address.
Thomas Daugherty,	Allentown, Pa.
Wilson J. Hartzell,	"
Frank H. Hersh,	"
Fred. E. Lewis,	"
Samuel J. Kistler,	Saegersville, Pa.
Leonard Peckett,	Allentown, Pa.
George O. Albright,	Catasauqua, Pa.
H. J. Seaman,	Catasauqua, Pa.
E. T. Clymer,	Allentown, Pa.
Harry C. Trexler,	"
Wm. H. Gangdwere,	"
R. E. Wright,	"
Wm. Landerbach,	Hazleton, Pa.

Date of charter: September 13, 1899.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$15,857 77
Total revenue,	$15,857 77

Expenses.

General operation of system,	$5,554 22
General maintenance of system,	1,116 21
Surplus for the year (exclusive of dividends),	1,187 34
Dividends,	8,000 00
Total expenses,	$15,857 77

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$276,000 00	Capital stock,	$200,000 00
Cost of equipment,	89,000 00	Funded debt,	165,000 00
Current assets as follows, viz:		Profit and loss,	1,187 34
Cash on hand,	1,187 34		
Total,	$366,187 34	Total,	$366,187 34

LINESVILLE TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
J. A. Martin, President,	Linesville, Pa.
W. H. Stocktin, Vice President,	"
A. J. Bushmore, Secretary,	"
C. S. Gehr, Treasurer,	"

DIRECTORS.

Name.	Official Address.
J. A. Martin,	Linesville, Pa.
W. H. Stocktin,	"
F. E. Bunday,	"
L. O. McLane,	"
H. C. Sturdevant,	"
F. D. Irons,	"
M. C. Robinson,	"

Date of charter: March 23, 1899.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$1,867 91
Total revenue,	$1,867 91

Expenses.

General operation of system,	$574 24
General maintenance of system,	375 02
Taxes,	36 98
Surplus for the year (exclusive of dividends),	881 67
Total expenses,	$1,867 91
Total surplus fund, June 30, 1901, spent for construction and equipments,	$881 67
Cost of additional lines (either by purchase or construction),	669 95
Cost of equipment (either by purchase or construction),	632 12

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$3,769 95	Capital stock,	$6,000 00
Cost of equipment,	3,532 12	Current liabilities as follows, viz:	
Current assets as follows, viz:		Accounts payable,	940 32
Due by agents,	45 60	Profit and loss,	881 67
Open accounts,	229 90		
Material and supplies on hand,	207 53		
Sundries, depreciation and loss on supplies,	36 89		
Total,	$7,821 99	Total,	$7,821 99

LYKENS TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
I. T. Buffington, President,	Elizabethville, Pa.
S. B. Romberger, Vice President,	"
J. A. Romberger, Secretary,	"
C. W. Enders, Treasurer,	"
H. H. Weaver, General Manager,	"

DIRECTORS.

Name.	Official Address.
I. T. Buffington,	Elizabethville, Pa.
S. B. Romberger,	"
J. A. Romberger,	"
H. H. Weaver,	"
W. H. Bowman,	"
L. H. Geigler,	"
P. C. Romberger,	"

Date of charter: February, 1885.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$2,489 82
Total revenue,	$2,489 82

Expenses.

General operation of system,	$300 00
General maintenance of system,	235 50
Taxes,	50 00
Dividends,	640 00
Total expenses,	$1,225 50
Cost of additional lines (either by purchase or construction),	$868 95

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$10,718 61	Capital stock,	$8,000 00
Cost of equipment,	100 00	Current liabilities as follows, viz:	
Current assets as follows, viz:		Undivided profits,	3,274 26
Cash on hand,	455 65		
Total,	$11,274 26	Total,	$11,274 26

McKEESPORT TELEPHONE COMPANY.

Operated by Federal Telephone Company.

OFFICERS.

Name.	Official Address.
W. S. Mitchell, President,	Bissell Block, Pittsburg, Pa.
J. M. Bell, Vice President,	" "
W. A. Carr, Secretary,	" "
Fred De Land, Treasurer and Gen'l Manager,	" "

DIRECTORS.

Name.	Official Address.
W. S. Mitchell,	Bissell Block, Pittsburg, Pa
J. M. Bell,	" "
W. A. Carr,	" "
J. H. Moore,	" "
J. S. Carr,	" "

Date of charter: January 27, 1893.

MEADVILLE TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
Burt G. Hubbell, President,	Cleveland, O.
W. W. Gelvin, Vice President,	Meadville, Pa.
H. M. Dickson, Secretary,	"
Charles S. Burwell, Treasurer,	"
Burt G. Hubbell, General Manager,	Cleveland, O.
Geo. Eagleton, General Superintendent,	Meadville, Pa.

DIRECTORS.

Name.	Official Address.
Burt G. Hubbell,	Cleveland, O.
J. H. Fuller,	"
C. B. Stowe,	"
K. F. Gill,	"
C. H. Stewart,	"
B. L. Moore,	"
James R. Andrews,	Meadville, Pa.
Charles S. Burwell,	"
Jas. D. Downing,	"
W. W. Gelvin,	"
H. M. Dickson,	"

Date of charter: July 27, 1899.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$10,000 00
Total revenue,	$10,000 00

Expenses.

General maintenance of system,	$6,000 00
Interest on bonded indebtedness,	2,691 67
Total expenses,	$8,691 67

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line and equipment,	$48,000 00	Capital stock,	$30,000 00
Current assets as follows, viz:		Funded debt,	56,500 00
Cash on hand,	1,125 39	Current liabilities as follows, viz:	
Open accounts,	1,500 00	Interest due and accrued,	1,412 50
Material and supplies on hand,	300 00	Accounts payable,	4,895 74
Additions and betterments on leased lines,	5,000 00	Profit and loss,	1,308 33
Sinking fund,	1,000 00		
Excess of capitalization over cost,	37,191 18		
Total,	$94,116 57	Total,	$94,116 57

MONTROSE TELEPHONE AND TELEGRAPH COMPANY.

OFFICERS.

Name.	Official Address.
S. G. Fancher, President,	Montrose, Pa.
J. F. Butterfield, Secretary and Treasurer,	South Montrose, Pa.
C. L. Stone, General Manager,	Forest Lake, Pa.
R. P. Noble, General Superintendent,	Montrose, Pa.

DIRECTORS.

Name.	Official Address.
S. G. Fancher,	Montrose, Pa.
M. S. Dessaur,	"
J. F. Butterfield,	South Montrose, Pa.
C. S. Stone,	Forest Lake, Pa.
R. P. Noble,	Montrose, Pa.

Date of charter: March 28, 1895.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$461 00
Gross receipts from all other sources,	9 62
Total,	$470 62

Expenses.

General operation of system,	$300 00
General maintenance of system,	100 00
Taxes,	58 32
Interest on other indebtedness,	12 30
Total expenses,	$470 62

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$1,100 00	Capital stock,	$1,435 00
Cost of equipment,	1,000 00	Current liabilities as follows, viz:	
Current assets as follows, viz:		Loans,	205 00
Cash on hand,	25 00	Accounts payable,	800 00
Open accounts,	100 00		
Material and supplies on hand,	25 00		
Profit and loss,	190 00		
Total,	$2,440 00	Total,	$2,440 00

MOUNT PLEASANT MUTUAL TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
O. P. Shupe, President,	Mount Pleasant, Pa.
George Stoner, Vice President,	"
J. A. Stevenson, Secretary,	"
J. D. Hitchman, Treasurer,	"
J. L. Shields, General Manager,	"

DIRECTORS.

Name.	Official Address.
O. P. Shupe,	Mount Pleasant, Pa.
C. M. Galley,	"
F. M. Husband,	"
J. L. Shields,	"
W. F. Smith,	"
J. D. Brice,	"
J. S. Braddock,	"

Date of charter: August 9, 1895.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$808 00
Gross receipts from all other sources,	656 78
Total revenue,	$1,464 78

Expenses.

General operation of system,	$420 00
General maintenance of system,	232 32
Taxes,	30 00
Rentals and royalties,	69 00
Interest on other indebtedness,	36 26
All other expenses "betterments,"	532 81
Surplus for the year (exclusive of dividends),	144 39
Total expenses,	$1,464 78
Total surplus fund, June 30, 1901,	$144 39
Cost of additional lines (either by purchase or construction),	166 35
Cost of equipment (either by purchase or construction),	366 46

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$3,470 98	Capital stock,	$1,000 00
Cost of equipment,	2,954 64	Current liabilities as follows, viz:	
Current assets as follows, viz:		Loans,	600 00
Cash on hand,	144 39	Accounts payable,	175 00
Due by agents,	75 00	Profit and loss,	5,420 01
Material and supplies on hand,	50 00		
Additions and betterments on leased lines,	500 00		
Total,	$7,195 01	Total,	$7,195 01

MUTUAL TELEPHONE COMPANY OF ERIE, PA.

OFFICERS.

Name.	Official Address.
Wm. B. Trask, President,	Cor. Ninth and State Sts., Erie, Pa.
Wm. Spencer, Vice President,	First National Bank, Erie, Pa.
George Burton, Secretary and Treasurer,	630 State Street, Erie, Pa.
John Z. Miller, General manager and General Superintendent,	Mutual Telegraph Building, Erie, Pa.

DIRECTORS.

Name.	Official Address.
Wm. B. Trask,	Ninth and State streets, Erie, Pa.
Thomas G. Morse,	" "
Theo. A. Lamb,	" "
William Spencer,	" "
William E. Hayes,	" "

Date of charter: February 1, 1897.

REVENUE AND EXPENSES.

Revenue.

Cash July 1, 1900,	$732 95
Gross receipts from entire system,	32,074 22
Gross receipts from all other sources,	11,631 00
Total revenue,	$44,438 17

Expenses.

General operation of system,	$18,356 94
General maintenance of system, construction,	15,747 86
Interest on bonded indebtedness,	3,000 00
All other expenses, real estate,	1,171 59
Surplus for the year (exclusive of dividends), cash on hand,	308 78
Dividends,	5,853 00
Total expenses,	$44,438 17
Surplus fund, June 30, 1901, exclusive of dividends,	$13,717 28
Surplus fund, June 30, 1901, less dividends,	5,853 00
Total,	$7,864 28

STATION AT NORRISTOWN, PA.

Philadelphia and Reading Railway Company.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$155,458 96	Capital stock,	$75,000 00
Current assets as follows, viz:		Funded debt,	50,000 00
Cash on hand,	308 78	Current liabilities as follows, viz:	
Stock in treasury,	200 00	Loans,	29,825 00
Real estate,	12,574 54	Profit and loss,	13,717 28
Total,	$168,542 28	Total,	$168,542 28

MUTUAL BENEFIT TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
R. J. Moorhead, President,	North East, Pa.
R. S. Pierce, Secretary,	"
James B. Stull, Treasurer,	"

DIRECTORS.

Name.	Official Address.
R. J. Moorhead,	North East, Pa.
R. S. Pierce,	"
J. W. Mackay,	"
J. W. Scouller,	"
D. R. Cushman,	"
I. T. Beecher,	"
James B. Stull,	"

Date of charter: May 6, 1895.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$1,500 00
Total revenue,	$1,500 00

Expenses.

General operation of system,	$400 00
General maintenance of system,	175 00
Taxes,	29 87
Rentals and royalties,	80 00
Interest on indebtedness,	30 00
All other expenses,	285 00
Surplus for the year (exclusive of dividends),	500 13
Total expenses,	$1,500 00
Total surplus fund, June 30, 1901,	$2,576 50

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$4,858 38	Capital stock,	$1,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	25 00	Loans,	1,500 00
Bills receivable,	288 62	Accounts payable,	95 50
		Profit and loss,	2,576 50
Total,	$5,172 00	Total,	$5,172 00

NEW JERSEY AND PENNSYLVANIA TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
Howard Mutchler, President and General Manager,	Easton, Pa.
James Young, Vice President,	"
E. W. Evans, Secretary,	"
T. A. Steiner, Treasurer,	"
W. H. Reader, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
Howard Mutchler,	Easton, Pa.
James Young,	"
E. W. Evans,	"
T. A. Steiner,	"
John S. Ostertock,	"
Oee Arudn,	"
Samuel Kleinhaus,	"
D. W. Richards,	Northampton, Pa.
E. H. Louback,	"
M. T. Lynch,	Phillipsburg, N. J.

Date of charter: March 22, 1897.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$9,730 00
Total revenue,	$9,730 00

Expenses.

General operation of system,	$3,090 00
Taxes,	382 00
Interest on bonded indebtedness,	3,750 00
All other expenses,	849 00
Surplus for the year (exclusive of dividends),	2,709 00
Total expenses,	$9,730 00
Cost of equipment (either by purchase or construction),	$2,709 00

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$105,886 00	Capital stock,	$60,000 00
Cost of equipment,	39,800 00	Funded debt,	75,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	126 00	Loans,	686 00
Bills receivable,	347 00	"Additions and betterments,"	7,764 00
		Profit and loss,	2,709 00
Total,	$146,159 00	Total,	$146,159 00

NEWTON, RANSOM AND LAKE WINOLA TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
C. E. Richards, President,	Milwaukie, Pa
O. Van Buskirk, Vice President,	Baldmount, Pa.
W. E. Thompson, Secretary,	"
C. V. Decker, Treasurer,	Milwaukie, Pa
W. E. Thompson, General Manager,	Baldmount, Pa.

DIRECTORS.

Name.	Official Address.
D. C. Vosburg,	Mill City, Pa.
W. H. Newman,	Bald Mount, Pa.
Amzie Rosenkrans,	"
Geo. B. Beemer,	Clark's Summit, Pa.
Geo. C. Ace,	Ransome, Pa.
John Shook,	"
J. F. Lacoe,	Milwaukie, Pa.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$456 13
Total revenue,	456 13

Expenses.

General operation of system,	$340 63
Taxes,	3 72
Surplus for the year (exclusive of dividends), cash on hand,	111 78
Total expenses,	$456 13

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$1,500 00	Capital stock,	$1,770 00
Cost of equipment,	188 00	Current liabilities as follows, viz:	
Other permanent investments as follows, viz:		Carried forward cash on hand,	111 78
Used for running expenses,	50 00	Carried forward book account,	148 61
Due on capital stock,	32 00		
Current assets as follows, viz:			
Cash on hand,	111 78		
Open accounts,	148 61		
Total,	$2,030 39	Total,	$2,030 39

NEW YORK AND PENNSYLVANIA TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
Charles F. Cutler, President,	205 E. Gray st, Elmira.
W. N. Eastabrook, Vice President,	Elmira, N. Y.
H. F. Stevens, Treasurer,	"
W. J. Farquer, Secretary,	"
E. B. Rogers, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
Jos. L. Davis,	Elmira, N. Y.
Charles F. Cutler,	"
W. N. Eastabrook,	"
W. H. Woolverton,	"
Charles M. Dow,	"
Cyrus Strong,	"
James L. Sternberg,	"
W. T. Bouchelle,	"

REVENUE AND EXPENSES.

Revenue.

Total revenue,	$376,850 79

Expenses.

General operation of system,	$145,173 66
General maintenance of system,	118,476 83
Taxes,	11,100 00
Rentals and royalties,	15,364 97
Interest on bonded indebtedness,	28,655 58
Interest on other indebtedness,	10,477 78
All other expenses,	20,376 67
Surplus for the year (exclusive of dividends), deficit,	22,774 70
Dividends,	50,000 00
Total expenses,	$376,850 79

Total surplus fund, June 30, 1901,	$57,294 72
Cost of additional lines (either by purchase or construction),	96,931 18
Cost of equipment (either by purchase or construction),	44,267 65
Purchase of real estate,	34,695 38

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$1,515,860 84	Capital stock,	$1,000,000 00
Cost of equipment,	338,550 61	Funded debt,	754,500 00
Other permanent investment as follows, viz:		Current liabilities as follows, viz:	
Stock of other companies,	100,000 00	Interest on funded debt due and accrued,	7,864 40
Bonds of other companies,	50 00	Loans,	270,000 00
Franchises,	175,000 00	Accounts payable,	56,765 83
Franchises,	100,158 03	Reserve,	151 42
Curernt assets as follows, viz:		Sinking fund,	325,000 00
Cash on hand,	25,122 82	Profit and loss,	57,294 72
Open accounts,	136,250 74		
Material and supplies on hand,	80,583 83		
Total,	$2,471,576 37	Total,	$2,471,576 37

NORTH EASTERN TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
A. H. Crozier, President,	Thompson, Pa.
W. W. Mumford, Vice President,	Starrucca, Pa.
F. J. Osgood, Secretary,	Forest City, Pa.
S. S. Hubbard, Treasurer,	Unionville, Pa.
F. J. Osgood, General Manager and General Superintendent,	Forest City, Pa.

DIRECTORS.

Name.	Official Address.
A. H. Crozier,	Thompson, Pa.
W. W. Mumford,	Starrucca, Pa.
W. H. Keester,	Brandt, Pa.
S. S. Hubbard.	Uniondale, Pa.
F. J. Osgood,	Forest City, Pa.

Date of charter: August 6, 1900.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$306 85
Total revenue,	$306 85

Expenses.

General operation of system,	$100 00
General maintenance of system,	75 00
Taxes,	1 75
Rentals and royalties,	6 00
Total expenses,	$182 75
Total surplus fund, June 30, 1901,	$124 10
Cost of additional lines (either by purchase or construction),	3,220 00

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$3,220 00	Capital stock,	$2,250 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	177 98	Loans,	200 00
Bills receivable,	25 00	Due lessee company for "additions and betterments,"	771 13
Material and supplies on hand,	95 00	Accounts payable,	182 75
Sundries,	10 00	Profit and loss,	124 10
Total,	$3,527 98	Total,	$3,527 98

NORTHERN CAMBRIA TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
F. O. Helfrick, President,	Spangler, Pa.
I. A. Boucher, Secretary,	"
W. Deringer, Treasurer,	"

DIRECTORS.

Name.	Official Address.
F. O. Helfrick,	Spangler, Pa.
M. C. Westover,	"
W. A. Lautzy,	"
C. Lieb,	Nicktown, Pa.
W. Deringer,	Spangler, Pa.
S. B. King,	Barnesboro, Pa.
Jas. A. McClain,	Spangler, Pa.
Jno. S. Dumm,	"
I. A. Boucher,	"

Date of charter: January 30, 1899.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$424 50
Total revenue,	$424 50

Expenses.

General operation of system,	$25 00
General maintenance of system,	222 33
Taxes,	7 50
Interest on other indebtedness,	60 62
Total expenses,	$315 44
Cost of additional lines (either by purchase or construction),	$85 05
Cost of equipment (either by purchase or construction),	174 40
Purchase of real estate,	90 00

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$2,701 33	Capital stock,	$2,480 00
Cost of equipment,	612 41	Current liabilities as follows, viz:	
Other permanent investments as follows, viz:		Loans,	1,000 00
		Accounts payable,	185 46
Real estate,	90 00	Profit and loss,	112 00
Current assets as follows, viz:			
Cash on hand,	77		
Open accounts,	113 50		
Additions and betterments on leased lines,	259 45		
Total,	$3,777 46	Total,	$3,777 46

OVERLAND TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
N. H. Balliet, President,	Lehighton, Pa.
A. F. Delfenderfer, Vice President,	"
P. A. Pritzman, Secretary,	Slatington, Pa.
A. P. Berlin, Treasurer and General Manager,	"
P. A. Prutzman, General Superintendent,	Lehighton, Pa.

Date of charter: January 7, 1901.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$39 40
Gross receipts from all other sources,	9 10
Total revenue,	$48 50

Expenses.

General operation of system,	$105 46
Rentals and royalties,	20 00
Total expenses,	$125 46

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$7,604 80	Capital stock issued,	$11,100 00
Cost of equipment,	3,500 00	Current liabilities as follows, viz:	
Current assets as follows, viz:		Accounts payable,	155 01
Cash on hand,	43 70		
Open accounts,	107 51		
Total,	$11,255 01	Total,	$11,255 01

PENNSYLVANIA TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
A. R. Shellenberger, President,	Harrisburg, Pa.
H. A. Kelker, Vice President,	"
J. H. Crosman, Secretary and Treasurer,	"
M. H. Buehler, General Manager,	"

DIRECTORS.

Name.	Official Address.
A. R. Shellenberger,	Harrisburg, Pa.
H. A. Kelker,	"
John E. Fox,	"
C. Jay French,	Boston, Mass.
C. J. Bell,	Washington, D. C.
Wm. H. Beck,	"
H. S. Huidekoper,	Philadelphia, Pa.

Date of charter: June 10, 1882.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$326,210 40
Total revenue,	$326,210 40

Expenses.

General operation of system,	$95,327 93
General maintenance of system,	109,971 40
Taxes,	12,444 05
Rentals and royalties,	22,334 66
Interest on bonded and other indebtedness,	19,529 23
Sinking fund,	10,954 17
All other expenses,	227 50
Surplus for the year (exclusive of dividends),	26,351 50
Dividends,	29,969 97
Total expenses,	$326,210 41
Total surplus fund, June 30, 1901,	$56,631 83
Cost of additional lines (either by purchase or construction),	180,736 12
Cost of equipment (either by purchase or construction),	11,447 59

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line and equipment,	$1,050,700 24	Capital stock,	$599,466 67
Other permanent investments as follows, viz:		Funded debt,	482,500 00
Franchises,	75,000 00	Current liabilities as follows, viz:	
Current assets as follows, viz:		Accounts payable,	16,985 00
Cash on hand,	27,314 77	Sundries, various reserves,	53,389 86
Bills receivable,	12,080 92	Profit and loss,	56,631 83
Open accounts,	670 44		
Material and supplies on hand,	43,206 99		
Total,	$1,208,973 36	Total,	$1,208,973 36

PENNSYLVANIA AND NEW YORK TELEPHONE AND TELEGRAPH COMPANY.

Operated by New York and Pennsylvania Telephone and Telegraph Company.

OFFICERS.

Name.	Official Address.
S. B. Huey, President,	Drexel Building, Philadelphia, Pa.
H. F. Stevens, Secretary,	Elmira, N. Y.
A. W. Deas, Treasurer,	"

DIRECTORS.

Name.	Official Address.
S. B. Huey,	Drexel Building, Philadelphia, Pa.
M. Egleston,	15 Dey street, New York, N. Y.
H. F. Stevens,	Elmira, N. Y.
F. W. Griffin,	406 Market steet, Philadelphia, Pa.
A. E. Holcomb,	15 Dey street, New York, N. Y.

Date of charter: May 28, 1900.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line and real estate,	$99,000 00	Capital stock,	$100,000 00
Current assets as follows, viz:			
Cash on hand,	3 32		
Expenses,	997 68		
Total,	$100,000 00	Total,	$100,000 00

PEOPLE'S TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
Abram Nesbit, President,	Wilkes-Barre, Pa.
Irving A. Stearns, Vice President,	"
Eugene W. Mulligan, Secretary and Treasurer,	"
Samuel E. Wayland, General Manager,	"

DIRECTORS.

Name.	Official Address.
John W. Hollenback,	Wilkes-Barre, Pa.
W. A. Lathrop,	"
Abram Nesbitt,	"
Irving A. Stearns,	"
C. E. Stegmaier,	"
Benj. Reynolds,	"
Eugene W. Mulligan,	"
Alvin Markler,	Hazleton, Pa.
C. W. Kline,	"

Date of charter: July 28, 1896.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$41,542 29
Total revenue,	$41,542 29

Expenses.

General operation of system,	$13,602 24
General maintenance of system,	845 50
Taxes,	2,685 00
Interest on bonded indebtedness,	12,500 00
Surplus for the year (exclusive of dividends),	5,213 53
Total expenses,	$34,846 27
Total surplus fund, June 30, 1901,	$11,771 99

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$559,244 05	Capital stock,	$300,000 00
Current assets as follows, viz:		Funded debt,	250,000 00
Cash on hand,	5,213 53	Current liabilities as follows, viz:	
Open accounts,	768 00	Due lessee company for "additions and betterments,"	9,244 05
Material and supplies on hand,	4,477 15	Profit and loss,	11,771 99
Sinking fund,	1,313 31		
Total,	$571,016 04	Total,	$571,016 04

PHILADELPHIA LOCAL TELEGRAPH COMPANY.

OFFICERS.

Name.	Official Address.
W. B. Gill, President,	Philadelphia, Pa.
C. A. Tucker, Vice President,	New York, N. Y.
W. P. Wheatland, Secretary and Treasurer,	Philadelphia, Pa.
W. B. Gill, General Manager,	"
W. P. Whealland, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
W. B. Gill,	Philadelphia, Pa.
James Merrihew,	New York, N. Y.
C. A. Tucker,	"
G. W. E. Atkins,	"
Thomas T. Eckert,	"
Thomas F. Clark,	"
W. P. Wheatland,	Philadelphia, Pa.

Date of charter: May 10, 1871.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$67,993 19
Total revenue,	$67,993 19

Expenses.

General operation of system,	$31,119 84
General maintenance of system,	8,538 50
Taxes,	2,174 66
Rentals and royalties,	11,321 08
Surplus for the year (exclusive of dividends),	7,285 23
Dividends,	12,000 00
Total expenses,	$72,439 31
Total surplus fund, June 30, 1901,	$7,285 23

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$76,995 00	Capital stock,	$200,000 00
Cost of equipment,	4,289 78	Current liabilities as follows, viz:	
Current assets as follows, viz:		Dividends unpaid,	3,000 00
Cash on hand,	12,020 92	Profit and loss,	7,285 23
Open accounts,	1,704 31		
Material and supplies on hand,	5,475 22		
Patent rights, franchises, etc.,	110,000 00		
Total,	$210,285 23	Total,	$210,285 23

PHILADELPHIA, READING AND POTTSVILLE TELEGRAPH COMPANY.

OFFICERS.

Name.	Official Address.
J. S. Harris, President,	Philadelphia, Pa.
W. R. Taylor, Secretary,	"
W. A. Church, Treasurer,	"
C. M. Lewis, Superintendent,	Reading, Pa.

DIRECTORS.

Name.	Official Address.
George F. Baer,	Philadelphia, Pa.
John Lowber Welsh,	"
Theodore Voorhees,	"
C. E. Henderson,	"

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$105,402 20
Total revenue,	$105,402 20

Expenses.

General operation of system,	$68,066 74
General maintenance of system,	14,115 64
Taxes,	1,950 00
Interest on bonded indebtedness,	12,000 00
All other expenses,	78 97
Surplus for the year (exclusive of dividends),	6,190 85
Dividends,	3,000 00
Total expenses,	$105,402 20
Total surplus fund, June 30, 1901,	$74,830 17

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$232,538 77	Capital stock,	$20,000 00
Cost of equipment,	57,792 85	Funded debt,	200,000 00
Curernt assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	2,937 83	Sundries,	136,344 12
Open accounts,	129,900 86	Profit and loss,	74,830 17
Material and supplies on hand,	8,003 98		
Total,	$431,174 29	Total,	$431,174 29

PITTSBURG AND ALLEGHENY TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
Henry A. Parr, President,	Pittsburg, Pa.
Sidney H. Browne, Vice President,	"
R. W. Spring, Secretary,	"
Sidney H. Brown, Treasurer,	"
W. H. Crumb, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
Henry A. Parr,	Pittsburg, Pa.
Sidney H. Browne,	"
Wm. D. Evans,	"

Date of charter: April 21, 1898.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$88,918 54
Gross receipts from all other sources,	1,052 00
Total revenue,	$86,970 54

Expenses.

General operation of system,	$34,765 76
General maintenance of system,	11,489 25
Taxes,	8,186 59
Rentals and royalties,	300 00
Interest on bonded indebtedness,	40,833 33
Total expenses,	$95,574 93
Total surplus fund, June 30, 1901, deficite,	$8,604 39
Cost of additional lines (either by purchase or construction), long distance,	14,312 93

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line and equipment,	$3,408,226 17	Capital stock,	$1,500,000 00
Current assets as follows, viz:		Funded debt,	1,400,000 00
Cash on hand,	9,469 14	Current liabilities as follows, viz:	
Bills receivable,	8,555 55	Interest on funded debt due and accrued,	5,833 33
Open accounts,	39,050 86	Loans,	10,000 00
Material and supplies on hand,	32,560 00	Accounts payable,	570,628 59
Petty cash,	2,330 00	Sundries,	14,190 64
Profit and loss,	8,604 39	Accrued taxes, etc.,	8,164 15
Total,	$3,508,816 71	Total,	$3,508,816 71

POSTAL TELEGRAPH COMPANY.

Operated by Postal Telegraph-Cable Company of New York.

OFFICERS.

Name.	Official Address.
A. B. Chandler, President,	253 Broadway, N. Y.
W. H. Baker, Vice President,	"
C. P. Bruch, Secretary,	"
E. C. Platt, Treasurer,	"

DIRECTORS.

Name.	Official Address.
A. B. Chandler,	253 Broadway, N. Y.
W. H. Baker,	"
C. P. Bruch,	"
G. G. Ward,	"
C. C. Adams,	Philadelphia, Pa.
W. L. Stanger,	"

Date of charter: December 6, 1882.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$19,293 85
Total revenue,	$19,293 85

Expenses.

General maintenance of system,	$41,031 16
Taxes,	180 00
Total expenses,	$41,211 16

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$215,200 00	Capital stock,	$50,000 00
		Funded debt,	165,200 00
Total,	$215,200 00	Total,	$215,200 00

POSTAL TELEGRAPH AND CABLE COMPANY NO. 1.

Operated by Postal Telegraph-Cable Company of New York.

OFFICERS.

Name.	Official Address.
A. B. Chandler, President,	253 Broadway, N. Y.
W. H. Baker, Vice President,	"
C. P. Bruch, Secretary,	"
E. C. Platt, Treasurer,	"

DIRECTORS.

Name.	Official Address.
A. B. Chandler,	New York City.
G. G. Ward,	"
C. C. Adams,	Philadelphia, Pa.
W. H. Baker,	New York City.
W. L. Stanger,	Philadelphia, Pa.

Date of charter: February 14, 1884.

39—8—1901

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$44,928 67
Total revenue,	$44,928 67

Expenses.

General maintenance of system,	$37,517 98
Taxes,	362 15
Total expenses,	$37,880 13

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$39,650 00	Capital stock,	$20,000 00
		Funded debt,	19,650 00
Total,	$39,650 00	Total,	$39,650 00

POSTAL TELEGRAPH AND CABLE COMPANY NO. 2.

Operated by Postal Telegraph-Cable Company of New York.

OFFICERS.

Name.	Official Address.
A. B. Chandler, President,	253 Broadway, New York, N. Y.
W. H. Baker, Vice President,	" "
C. P. Bruch, Secretary,	" "
E. C. Platt, Treasurer,	" "

DIRECTORS.

Name.	Official Address.
A. B. Chandler,	253 Broadway, New York, N. Y.
G. G. Ward,	" "
W. H. Baker,	" "
C. C. Adams,	Philadelphia, Pa.
W. L. Stangler,	"

Date of charter: February 14, 1884.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$26,345 61
Total revenue,	$26,345 61

Expenses.

General maintenance of system,	$25,471 49
Taxes,	185 58
Total expenses,	$25,657 07

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$33,820 00	Capital stock,	$20,000 00
		Funded debt,	13,820 00
Total,	$33,820 00	Total,	$33,820 00

POSTAL TELEGRAPH AND CABLE COMPANY NO. 3.

Operated by Postal Telegraph Cable Company of New York.

OFFICERS.

Name.	Official Address.
A. B. Chandler, President,	253 Broadway, N. Y.
W. H. Baker, President,	"
C. P. Bruch, Secretary,	"
E. C. Platt, Treasurer,	"

DIRECTORS.

Name.	Official Address.
A. B. Chandler,	253 Broadway, N. Y.
G. G. Ward,	"
W. H. Baker,	"
C. C. Adams,	Philadelphia, Pa.
W. L. Stanger,	"

Date of charter: December 1, 1885.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$3,724 70

Expenses.

General maintenance of system,	$3,391 39
Taxes,	27 61
Total expenses,	$3,419 00

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$5,000 00	Capital stock,	$5,000 00
Total,	$5,000 00	Total,	$5,000 00

ROCK HILL TELEGRAPH COMPANY.

Operated by East Broad Top Railroad and Coal Company.

OFFICERS.

Name.	Official Address.
William A. Ingham, President,	Philadelphia, Pa.
J. E. Haverstick, Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
William A. Ingham,	Philadelphia, Pa.
Edwards Roberts, Jr.,	"
George Wood,	"
John Markle,	Jeddo, Pa.

Date of charter: November 2, 1874.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Current assets as follows, viz:		Capital stock,	$300 00
Cash on hand,	$401 66	Current liabilities as follows, viz:	
		Sundries,	101 66
Total,	$401 66	Total,	$401 66

SALIX TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
W. L. Heisel, President,	Scalp Level, Pa.
I. D. Shaffer, Vice President,	"
Abram Hostetler, Secretary,	"
I. D. Shaffer, Treasurer,	"
C. S. Ickes, General Manager,	"

DIRECTORS.

Name.	Official Address.
W. L. Heisel,	Scalp Level, Pa.
S. D. Shaffer,	"
S. W. Heckler,	"
D. A. Murphy,	Elton, Pa.
E. S. Clark,	Windber, Pa.
C. R. Glock,	Johnstown, Pa.
P. S. Fisher,	"
A. F. John,	"
Abram Hostetler,	Scalp Level, Pa.

Date of charter: March 9, 1896.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$3,736 60
Total revenue,	$3,736 60

Expenses.

General operation of system,	$3,244 68
Taxes,	101 00
Total expenses,	$3,345 68
Cost of equipment (either by purchase or construction),	$390 92

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$8,000 00	Capital stock,	$10,000 00
Cost of equipment,	2,000 00	Profit and loss,	390,92
Current assets as follows, viz: Additions and betterments on leased lines,	390 92		
Total,	$10,390 92	Total,	$10,390 92

SALTILLO TELEPHONE COMPANY, LIMITED.

OFFICERS.

Name.	Official Address.
R. N. Hudson, President,	Saltillo, Pa.
Geo. A. Heeter, Vice President,	"
M. S. McNeil, Secretary,	"
D. E. McClain, Treasurer,	"
R. N. Hudson, General Manager,	"

DIRECTORS.

Name.	Official Address.
Sigel Ashman,	Three Springs, Pa.
Daniel Swartz,	"
C. B. Crum,	Saltillo, Pa.
John D. Clotsley,	"
Paul Rupert,	"
H. D. Taylor,	Todd, Pa.
J. Frank Wright,	Page, Pa.
C. K. Horton,	Broad Top City, Pa.

Date of charter: December 28, 1896.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$1,061 65
Total revenue,	$1,061 65

Expenses.

General operation of system,	$192 00
General maintenance of system,	379 42
Interest on notes,	14 64
Surplus for the year (exclusive of dividends),	261 09
Dividends,	214 50
Total expenses,	$1,061 65

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$3,334 08	Capital stock,	$5,000 00
Cost of equipment,	1,620 99	Funded debt,	705 42
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	261 09	Dividends unpaid,	261 09
Bills receivable,	30 35		
Seventy-two shares not sold,	720 00		
Total,	$5,966 51	Total,	$5,966 51

SCRANTON AND STROUDSBURG TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
M. J. Martin, President,	Mears Bldg., Scranton, Pa.
E. D. Dunning, Secretary,	South Sterling, Pa.
T. M. Lynch, Treasurer,	Tobyhanna, Pa.

DIRECTORS.

Name.	Official Address.
O. E. Vaughn,	Moscow, Pa.
U. G. Schoonmaker,	Elmhurst, Pa.
M. J. Martin,	Scranton, Pa.
E. D. Dunning,	South Sterling, Pa.
T. M. Lynch,	Tobyhanna, Pa.

Date of charter: September 11, 1899.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$1,602 79
Total revenue,	$1,602 79

Revenue.

General operation of system,	$580 00
Taxes,	20 00
Rentals and royalties,	300 00
Interest on bonded indebtedness,	500 00
All other expenses,	148 30
Total expenses,	$1,548 30
Total surplus fund, June 30, 1901,	$54 49
Cost of additional lines (either by purchase or construction),	6,000 00
Cost of equipment (either by purchase or construction),	1,500 00

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$10,340 00	Capital stock,	$10,000 00
Cost of equipment,	9,500 00	Funded debt,	10,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	222 71	Interest on funded debt due and accrued,	125 00
Open accounts,	366 78	Accounts payable,	310 00
Material and supplies on hand,	50 00	Profit and loss,	54 49
Total,	$20,489 49	Total,	$20,489 49

SLATE BELT TELEPHONE COMPANY.

Operated by Lehigh Telephone Company.

OFFICERS.

Name.	Official Address.
Thomas Daugherty, President,	Allentown, Pa.
Fred. E. Lewis, Secretary,	"
Frank H. Hersh, Treasurer,	"
F. A. Demaust, General Manager,	"

DIRECTORS.

Name.	Official Address.
Thomas Daugherty,	Allentown, Pa.
Fred. E. Lewis,	"
Frank H. Hersh,	"
R. E. Wright,	"
George O. Albright,	"

Date of charter: December 5, 1899.

REVENUE AND EXPENSES.

Expenses.

General operation of system,	$1,080 00
Total expenses,	$1,080 00

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$8,000 00	Capital stock,	$10,000 00
Cost of equipment,	2,000 00		
Total,	$10,000 00	Total,	$10,000 00

SOMERFIELD TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
M. R. Thomas, President,	Somerfield, Pa.
T. J. Jacobs, Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
M. R. Thomas,	Somerfield, Pa.
S. N. McMullen,	"
Wm. A. Frey,	"
T. J. Jacobs,	"
G. W. Umbel,	Markleysburg, Pa.
Chas. A. Mitchell,	Addison, Pa.

Date of charter: September 11, 1895.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$100 00
Total revenue,	$100 00

Expenses.

General maintenance of system,	$10 54
Surplus for the year (exclusive of dividends),	90 00
Total expenses,	$100 54
Total surplus fund, June 30, 1901,	$115 17

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$880 00	Capital stock,	$880 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	15 17	Sundries,	100 00
Bills receivable, due by agents, open accounts,	100 00	Profit and loss,	15 17
Total,	$995 17	Total,	$995 17

SOMERSET COUNTY TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
A. F. John, President,	Johnstown, Pa.
Fred. W. Biesecker, Vice President,	Somerset, Pa.
Josiah Swank, Secretary,	"
H. W. Berkley, Treasurer,	"

DIRECTORS.

Name.	Official Address.
A. F. John,	Johnstown, Pa.
Fred. W. Biesecker,	Somerset, Pa.
Josiah Swank,	"
H. W. Berkley,	"
S. D. Livingood,	Meyersdale, Pa.
C. C. Mongle,	"
S. A. Kendall,	"

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$6,799 43
Total revenue,	$6,799 43

Expenses.

General operation of system,	$2,915 10
Taxes,	228 77
Surplus for the year (exclusive of dividends),	2,255 56
Dividends,	1,400 00
Total expenses,	$6,799 43
Total surplus fund, June 30, 1901,	$2,673 89
Cost of additional lines (either by purchase or construction),	3,260 00
Cost of equipment (either by purchase or construction),	1,567 80

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$18,834 34	Capital stock,	$22,000 00
Cost of equipment,	10,367 80	Current liabilities as follows, viz:	
Current assets as follows, viz:		Loans,	3,000 00
Cash on hand,	447 26	Betterment account, 1898,	1,200 00
Bills receivable and due by agents,	600 00	Betterment account, 1899,	1,200 00
Material and supplies on hand,	1,024 40	Betterment account, 1900,	1,200 00
		Profit and loss,	2,673 89
Total,	$31,273 80	Total,	$31,273 80

SOUTHERN PENNSYLVANIA TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
F. C. Bosler, President,	Carlisle, Pa.
S. B. Sadler, Secretary and Treasurer,	"
Paul Willis, General Manager,	"

DIRECTORS.

Name.	Official Address.
John Shelley,	Mechanicsburg, Pa.
J. B. Kremer,	Carlisle, Pa.
H. K. Wood,	"
S. S. Sadler,	"
Walter Stuart,	"
H. H. Longsdorf,	Dickinson, Pa.
F. C. Bosler,	Carlisle, Pa.
J. S. Brailey, Jr.,	Wausseon, Ohio.
W. B. Oyler,	Newville, Pa.

Date of charter: September 9, 1898.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$16,968 62
Total revenue,	$16,968 62

Expenses.

General operation of system,	$4,362 40
General maintenance of system,	1,870 99
Taxes,	387 50
All other expenses,	5,806 44
Dividends,	4,500 00
Total expenses,	$16,927 33
Total surplus fund, June 30, 1901,	$41 29

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$100,000 00		
Cost of equipment,	78,000 00	Capital stock,	$178,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	41 29	Accounts payable,	50 00
Bills receivable,	500 00	Profit and loss,	1,041 29
Due by agents,	50 00		
Open accounts,	500 00		
Total,	$179,091 29	Total,	$179,091 29

STANDARD TELEPHONE AND TELEGRAPH COMPANY.

OFFICERS.

Name.	Official Address.
G. S. W. Brubaker, President,	1016 Witherspoon Building, Philadelphia, Pa.
H. C. Worstall, Vice President,	Newtown, Pa.
A. G. Scholl, Secretary,	1016 Witherspoon Building, Philadelphia, Pa.
A. M. Worstall, Treasurer,	" "
H. H. Stevens, General Manager,	Newtown, Pa.

DIRECTORS.

Name.	Official Address.
G. S. W. Brubaker,	1016 Witherspoon Building, Philadelphia, Pa.
H. C. Worstall,	Newtown, Pa.
A. G. Scholl,	1016 Witherspoon Building, Philadelphia, Pa.
A. M. Worstall,	" "
H. Persifor Smith,	Lancaster, Pa.
E. P. Hicks,	Newtown, Pa.
Geo. C. Worstall,	"
Thomas P. Chambers,	"
Thomas Daugherty,	Allentown, Pa.

Date of charter, April 29, 1874.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$1,297 34
Total revnue,	$1,297 34

Expenses.

General operation of system,	$355 37
Taxes,	16 38
Interest on bonded indebtedness,	665 85
Total expenses,	$1,037 80
Total surplus fund, June 30, 1901,	$259 54
Purchase of real estate,	1,302 92

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$68,485 21	Capital stock,	$60,000 00
Cost of equipment,	27,394 25	Funded debt,	37,200 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Real estate,	1,302 92	Loans,	1,700 00
Cash on hand,	968 62	Accounts payable,	5 57
Open accounts,	1,014 11	Profit and loss,	259 54
Total,	$99,165 11	Total,	$99,165 11

STROUDSBURG AND BUSHKILL TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
E. F. Peters, President,	Bushkill, Pa.
John S. Schoonover, Secretary and Treasurer,	Stroudsburg, Pa.
Ed. Shafer, General Manager,	"

DIRECTORS.

Name.	Official Address.
E. F. Peters,	Bushkill, Pa.
S. G. Peters,	"
U. C. Peters,	Stroudsburg, Pa.
Ed. Shafer,	"
John S. Schoonover,	"

Date of charter: November 2, 1898.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$4,286 66
Total revenue,	$4,286 66

Expenses.

General operation of system,	$1,325 70
General maintenance of system,	671 65
Taxes,	118 14
Rentals and royalties,	100 00
Interest on other indebtedness,	137 60
All other expenses,	57 98
Total expenses,	$3,411 07
Total surplus fund, June 30, 1901,	$15,299 66
Cost of additional lines (either by purchase or construction),	300 00
Cost of equipment (either by purchase or construction),	1,338 03

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$18,650 71		
Current assets as follows, viz:		Capital stock,	$800 00
Cash on hand,	129 50	Current liabilities as follows, viz:	
Bills receivable,	2,559 45	Loans,	4,130 00
Open accounts,	100 00	Accounts payable,	427 00
Material and supplies on hand,	317 00	Profit and loss,	15,399 66
Total,	$21,756 66	Total,	$21,756 66

SUMMERVILLE TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
J. K. Brown, President,	Brookville, Pa.
W. Osborn, Vice President,	Du Bois, Pa.
J. S. Hammond, Secretary,	Reynoldsville, Pa.
D. L. Taylor, Treasurer,	East Brady, Pa.
J. A. Haven, General Superintendent,	Summerville, Pa.

DIRECTORS.

Name.	Official Address.
J. K. Brown,	Brookville, Pa.
Wm. Osborn,	Du Bois, Pa.
Frank W. Prothero,	"
Benjamin Keck,	Shannondale, Pa.
W. T. Cox,	Reynodlsville, Pa.
J. S. Hammond,	"
A. C. Robinson,	Punxsutawney, Pa.

Date of charter: March 3, 1896.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$11,198 07
Total revenue,	$11,198 07

Expenses.

General operation of system,	$4,091 19
General maintenance of system,	1,849 83
Taxes,	184 15
Interest on other indebtedness,	423 92
All other expenses,	66 08
Dividends,	965 00
Total expenses,	$7,580 17

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$17,907 43	Capital stock,	$18,991 67
Cost of equipment,	12,287 13	Current liabilities as follows, viz:	
Current assets as follows, viz.		Accounts payable,	1,106 58
Cash on hand,	1,628 13	Earnings,	31,535 37
Due by agents from exchanges,	227 67		
Expenses,	13,322 80		
Interest,	423 92		
Maintenance,	4,470 63		
Tax,	184 15		
Standing accounts,	168 65		
Dividends,	947 00		
Profit and loss,	66 08		
Total,	$51,633 59	Total,	$51,633 59

SUSQUEHANNA TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
Joseph F. Lannon, President,	Susquehanna, Pa.
R. J. Manning, Secretary and Treasurer,	"
M. J. Lannon, General Manager,	"

DIRECTORS.

Name.	Official Address.
Joseph F. Lannon,	Susquehanna, Pa.
E. R. W. Searle,	"
John Ferguson,	"
H. S. Williams,	Windsor, N. Y.
M. J. Lannon,	Susquehanna, Pa.
C. D. Quitsworth,	"
Frank Zeller,	"

Date of charter: September 25, 1900.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$81 23
Gross receipts from all other sources,	14 50
Total revenue,	$95 73

Expenses.

General operation of system,	$105 00
General maintenance of system,	50 00
Taxes, bonus,	16 67
All other expenses,	52 75
Total expenses,	$224 42
Cost of additional lines (either by purchase or construction),	$373 93
Cost of equipment (either by purchase or construction),	2,666 11

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$1,681 00	Capital stock,	$1,710 40
Cost of equipment,	373 93	Current liabilities as follows, viz:	
Current assets as follows, viz:		Additions and betterments,	632 29
Cash on hand,	27 56	Accounts payable,	350 98
Material and supplies on hand,	61 02		
Additions and betterments on leased lines,	421 47		
Profit and loss,	128 69		
Total,	$2,693 67	Total,	$2,693 67

TUSCARORA TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
A. G. Schall, President,	Mifflintown, Pa.
J. C. Moorhead, Vice President,	Port Royal, Pa.
Carl F. Espenschade, Secretary and Treasurer.	Mifflintown, Pa.

DIRECTORS.

Name.	Official Address.
E. A. Garman,	Richfield, Pa.
I. N. Grubb,	Thompsontown, Pa.
O. G. Heading,	Academia, Pa.
Carl F. Espenschade,	Mifflintown, Pa.
H. J. Shellenbarger,	McAllisterville, Pa.

Date of charter: September 7, 1899.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system, June 30, 1900, December 30, 1900,	$1,012 30
Gross receipts from all other sources,	257 18
Total revenue,	$1,269 48

Expenses.

General operation of system,	$710 19
General maintenance of system,	193 70
Taxes,	25 32
Rentals and royalties,	25 99
Interest on other indebtedness,	47 71
All other expenses,	41 20
Surplus for the year (exclusive of dividends),	44 62
Dividends,	180 75
Total expenses,	$1,269 48

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$13,253 77	Capital stock,	$12,120 00
Cost of equipment,	2,993 62	Funded debt,	1,411 00
Other permanent investments as follows, viz:		Current liabilities as follows, viz:	
Furniture and fixtures,	66 45	Amount advanced by stockholders,	2,649 74
Tools, etc.,	63 89	Profit and loss,	209 20
Current assets as follows, viz:			
Cash on hand,	12 21		
Total,	$16,389 94	Total,	$16,389 94

UNION TELEPHONE AND TELEGRAPH COMPANY.

OFFICERS.

Name.	Official Address.
W. B. Trask, President,	Erie, Pa.
James McBrier, Vice President,	"
James Russell, Secretary and Treasurer,	"
P. H. Adams, General Manager,	"
W. S. Pace, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
W. B. Trask,	Erie, Pa.
James McBrier,	"
Wm. Spencer,	"
L. M. Little,	"
P. H. Adams,	"

Date of charter: July 30, 1898.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$49,020 50
Gross receipts from all other sources,	160,950 43
Total revenue,	$209,970 93

Expenses.

General operation of system,	$20,131 74
General maintenance of system,	1,500 00
Taxes,	800 00

Interest on bonded indebtedness,	6,900 00
Interest on other indebtedness,	1,160 00
Surplus for the year (exclusive of dividends),	19,479 19
Total expenses,	$49,970 93
Cost of additional lines (either by purchase or construction),	$105,000 00
Cost of equipment (either by purchase or construction),	55,000 00

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$447,500 00	Capital stock,	$252,000 00
Cost of equipment,	112,500 00	Funded debt,	230,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	312 77	Interest on funded debt due and accrue,	6,900 00
Due by agents,	601 20	Loans,	51,133 12
Open accounts,	1,590 35	Accounts payable,	43,022 01
Material and supplies on hand,	20,000 00	Profit and loss,	19,479 19
Total,	$582,534 32	Total,	$582,534 32

UNITED TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
R. G. Park, President,	Fidelity Bldg., 112 N. Broad St., Philadelphia.
W. D. Barnard, Vice President,	" "
E. A. Scott, Secretary,	" "
E. M. Yarnall, Treasurer,	" "
J. C. Brebon, General Superintendent,	" "

DIRECTORS.

Name.	Official Address.
R. G. Park,	West Chester, Pa.
E. M. Leader,	Shamokin, Pa.
W. A. P. Thompson,	Coatesville, Pa.
F. G. Hobson,	Kennett Square, Pa.
Geo. W. Loft,	Norristown, Pa.
H. H. Light,	Lebanon, Pa.
B. F. Meyers,	Harrisburg, Pa.
J. T. Baker,	Lewisburg, Pa.
W. W. Ryon,	Shamokin, Pa.
Edward Davis,	Philadelphia, Pa.
Ellis L. Orvis,	Bellefonte, Pa.
Ellis Doan,	Coateville, Pa.
C. M. Clement,	Sunbury, Pa.
W. D. Barnard,	Philadelphia, Pa.
S. P. Light,	Lebanon, Pa.
G. R. VanAlen,	Northumberland, Pa.
J. Frank Block,	Chester, Pa.
Ward R. Bliss,	"
F. C. Augle,	Danville, Pa.
E. M. Yarnall,	Philadelphia, Pa.
R. A. Walker,	Oxford, Pa.

Date of charter: January 30, 1901.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$25,731 55
Total revenue,	$25,731 55

Expenses.

General operation of system,	$9,912 03
General maintenance of system,	2,482 02
Total expenses,	$12,394 05
Total surplus fund, June 30, 1901,	$13,337 50

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$1,277,169 55	Capital stock,	$1,506,300 00
Cost of equipment,	1,280,038 60	Funded debt,	1,236,500 00
Other permanent investments as follows, viz:			
Stock of other companies,	151,285 00		
Current assets as follows, viz:			
Cash on hand,	34,306 85		
Total,	$2,742,800 00	Total,	$2,742,800 00

VALLEY TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
C. E. Crawford, President,	Emlenton, Pa.
Jos. Greiff, Vice President,	"
H. J. Crawford, Secretary,	"
J. J. Gosser, Treasurer,	"
Wm. Writte, Jr., General Manager,	"
T. B. Gregory, General Superintendent,	"

DIRECTORS.

Name.	Official Address.
C. E. Crawford,	Emlenton, Pa.
T. B. Gregory,	"
H. B. Mitchell,	"
Jos. Grieff,	"
H. O. Mahood,	"

Date of charter: March 31, 1900.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$1,432 56
Total revenue,	$1,432 56

Expenses.

General operation of system,	$616 57
Taxes,	12 54
Rentals and royalties,	47 50
Surplus for the year (exclusive of dividends),	68 76
Total expenses,	$745 37
Total surplus fund, June 30, 1901,	$68 76

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$5,196 34	Capital stock,	$5,000 00
Cost of equipment,	2,270 45	Current liabilities as follows, viz:	
Current assets as follows, viz:		Loans,	1,800 00
Cash on hand,	68 76	Gross receipts,	1,432 56
General expense for year 1901,	616 57		
General expense for year 1900,	20 40		
Taxes,	12 54		
Interest,	47 50		
Total,	$8,232 56	Total,	$8,232 56

VANDERGRIFT TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
Samuel H. Vandergrift, President,	Pittsburg, Pa.
Geo. G. McNulty, Vice President,	"
James I. Buchanan, Secretary,	"
Walace P. Beache, Treasurer,	"

DIRECTORS.

Name.	Official Address.
Samuel H. Vandergrift,	Pittsburg, Pa.
Geo. G. McNulty,	"
Joseph B. Vandergrift,	"
William B. Rhoades,	"
James I. Buchanan,	"

Date of charter: September 27, 1895.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$3,799 71
Total revenue,	$3,799 71

Expenses.

General operation of system,	$2,542 56
Taxes,	29 74
Surplus for the year (exclusive of dividends),	1,227 41
Total expenses,	$3,799 71
Total surplus fund, June 30, 1901,	$2,376 34
Cost of additional lines or equipment (either by purchase or construction),	5,936 54

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$27,111 70	Capital stock,	$1,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Open accounts,	2,476 34	Sundries,	27,111 70
Sundries,	900 00	Profit and loss,	2,376 34
Total,	$30,488 04	Total,	$30,488 04

WAYNESBURG, WOODRUFF AND WEAVER TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
A. L. Grimes, President,	White Cottage, Pa.
H. J. Mitchell, Vice President,	Nettle Hill, Pa.
W. C. Woodruff, Secretary,	Woodruff, Pa.
W. M. Kinney, Treasurer,	White Cottage, Pa.
N. C. Woodruff, General Manager and General Superintendent,	Woodruff, Pa.

DIRECTORS.

Name.	Official Address.
A. L. Grimes,	White Cottage, Pa.
Wm. Kinney,	"
N. C. Woodruff,	Woodruff, Pa.
W. T. Grove,	"
H. J. Mitchell,	Nettle Hill, Pa.

Date of charter: September 9, 1892.

REVENUE AND EXPENSES.

Revenue.

Gross receipts,	$12 65
Total revenue,	$12 65

Expenses.

General maintenance of system,	$18 49
Taxes,	4 50
Rentals and royalties,	36 55
Surplus for the year (exclusive of dividends),	10 75
Total expenses,	$70 29

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$843 49	Capital stock,	$1,000 00
Cost of equipment,	156 51	Profit and loss,	10 75
Current assets as follows, viz:			
Cash on hand,	10 75		
Total,	$1,010 75	Total,	$1,010 75

WESTERN UNION TELEGRAPH COMPANY.

OFFICERS.

Name.	Official Address.
Thomas T. Eckert, President and General Manager,	New York, N. Y.
R. C. Clowry, Vice President,	Chicago, Ill.
George J. Gould, Vice President,	New York, N. Y.
J. B. Van Every, Vice President,	"
Thomas F. Clark, Vice President,	"
A. R. Brewer, Secretary,	"
M. T. Wilber, Treasurer,	"
J. B. Van Every, Auditor,	"
G. H. Fearons, General Attorney,	"

DIRECTORS.

Name.	Official Address.
Thomas T. Eckert,	New York, N. Y.
John T. Terry,	"
James Stillman,	"
Russell Sage,	"
Samuel Sloan,	"
Robert C. Clowry,	"
George J. Gould,	"
Edwin Gould,	"
Louis Fitzgerald,	"
Charles Lanier,	"
John Jacob Astor,	"
C. Sidney Sheard,	"
J. Pierpont Morgan,	"
Frank Jay Gould,	"
William D. Bishop,	"
Chauncey M. Depew,	"
Morris K. Jesup,	"
Henry M. Flagler,	"
James H. Hyde,	"
Oliver Ames,	"
Edw. H. Perkins, Jr.,	"
J. B. Van Every,	"
W. F. Cochran,	"
John K. Cowen,	"
Thomas F. Clark,	"
George Coppell,	"
Jacob H. Schiff,	"
W. Lamman Bull,	"
C. Sidney Shepard,	"
E. H. Harriman,	"

Date of charter: April 1, 1851.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$25,542,022 63
Gross receipts from all other sources,	812,128 22
Total revenue,	$26,354,150 85

Expenses.

General operation of system,	$13,991,829 85
General maintenance of system and reconstruction of lines,	3,270,424 74
Taxes,	520,155 64
Rentals of leased lines,	1,569,640 56
Interest on bonded indebtedness,	956,160 00
Equipment of offices and wires,	316,851 89
Surplus for the year (exclusive of dividends),	861,060 67
Dividends,	4,869,007 50
Total expenses,	$26,354,150 85
Cost of additional lines (either by purchase or construction),	$1,461,142 72

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Other permanent investments as follows, viz:		Capital stock,	$97,370 000 00
Stock and other securities of other companies not leased,	$9,039,438 48	Funded debt,	19,660,000 00
Bonds of other telegraph companies and stock of other telegraph companies leased, received in exchange for collateral.		Current liabilities as follows, viz:	
Trust bonds,	3,502,000 00	Gold and Stock Telegraph Company for stock of other companies held through lease of that company until 1961,	1,956 592 00
Real estate,	4,765,130 54	Accounts payable, including dividend of July 15, 1901,	3,787,407 93
Supplies and materials,	319,453 99	Surplus of income prior to October, 1881, appropriated for construction and acquisition of telegraph lines and property (in excess of the $15,526,590, capital stock distributed in 1881 on account of such appropriations of income during the fifteen years preceeding,	1,598,184 03
Cash on hand or in hands of agents,	1,917,540 61	Surplus of income subsequent to October 1, 1881 ($8,689,525.62) plus the proportion of surplus of income prior to October 1, 1881 ($629,759.91) that was not appropriated as above,	9,319,285 53
Bills receivable,	2,461,725 10		
Sinking fund for redemption of bonds,	160,135 59		
Telegraph lines, stocks owned of leased telegraph companies that are merged in Western Union system, franchises, patents, etc.,	106,526,045 18		
Total,	$133,691,469 49	Total,	$133,691,469 49

WESTMORELAND TELEPHONE EXCHANGE COMPANY.

OFFICERS.

Name.	Name.
Thomas L. Pryor, President,	100 Broadway, New York, N. Y.
John B. Stauffer, Secretary and Treasurer,	" "

DIRECTORS.

Name.	Official Address.
Thomas L. Pryor,	100 Broadway, New York, N. Y.
Henry R. Wilson,	41 Wall Street, New York, N. Y.
Martin Maloney,	Spring Lake, N. J.
Denna C. Ogden,	Greensburg, Pa.
John B. Stauffer,	100 Broadway, New York, N. Y.

Date of charter: February 7, 1895.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$4,536 55
Total revenue,	$4,536 55

Expenses.

General operation of system,	$1,884 72
General maintenance of system,	1,822 86
Surplus for the year (exclusive of dividends),	828 97
Total expenses,	$4,536 55

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$19,752 03	Capital stock,	$10,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	251 62	Accounts payable,	228 25
Open accounts,	684 21	Profit and loss,	10,459 61
Total,	$20,687 86	Total,	$20,687 86

WEST PENN TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
J. E. Perrin, President,	Independence, Pa.
O. M. Hervey, Secretary,	Wellsburgh, W. V.
Chas. H. Beall, Treasurer,	"
J. B. Painter, General Superintendent,	Independence, Pa.

DIRECTORS.

Name.	Official Address.
J. E. Perrin,	Independence, Pa.
J. B. Painter,	"
J. H. Moore,	Middletown, Pa.
John Anderson,	Cross Creek, Pa.
J. S. Liggett,	Wellsburg, W. V.
O. M. Hervey,	"
Chas. H. Beall,	"

Date of charter: February 16, 1898.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$4,785 00
Total revenue,	$4,785 00

Expenses.

General operation of system,	$3,580 00
General maintenance of system,	1,127 50
Taxes,	32 00
Rentals and royalties,	4,125 00
Interest on other indebtedness,	600 00
Total expenses,	$9,464 50
Cost of additional lines (either by purchase or construction),	$1,700 00
Cost of equipment (either by purchase or construction),	2,365 00

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$12,000 00	Capital stock,	$12,000 00
Cost of equipment,	2,365 00	Funded debt,	12,000 00
Current assets as follows, viz:		Current liabilities as follows, viz:	
Cash on hand,	300 00	Interest on funded debt due and accrued,	600 00
Due by agents,	300 00		
Open accounts,	1,000 00		
Material and supplies on hand,	800 00		
Additions and betterments on leased lines,	7,835 00		
Total,	$24,600 00	Total,	$24,600 00

WILKES-BARRE DISTRICT TELEGRAPH AND MESSENGER COMPANY.

OFFICERS.

Name.	Official Address.
R. O'Brien, President,	Scranton, Pa.
R. M. O'Brien, Vice President,	"
T. Lynch, Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
R. O'Brien,	Scranton, Pa.
M. Z. Gilligan,	Pittston, Pa.
R. M. O'Brien,	Scranton, Pa.
T. H. A. Ford,	Wilkes-Barre, Pa.
J. G. Marks,	Scranton, Pa.

Date of charter: June 2, 1885.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$5,107 28
Total revenue,	$5,107 28

Expenses.

General operation of system,	$4,295 96
General maintenance of system,	297 95
Taxes,	57 41
Rentals and royalties,	120 00
All other expenses,	25 30
Surplus for the year (exclusive of dividends),	10 66
Dividends,	300 00
Total expenses,	$5,107 28
Total surplus fund, June 30, 1901,	$10 66
Cost of additional lines (either by purchase or construction),	240 45
Cost of equipment (either by purchase or construction),	57 50

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$14,841 36	Capital stock,	$15,000 00
Cost of equipment,	57 50	Profit and loss,	10 66
Current assets as follows, viz:			
Open accounts,	60 00		
Material and supplies on hand,	51 80		
Total,	$15,010 66	Total,	$15,010 66

WILLIAMSPORT AND NORTH BRANCH TELEPHONE COMPANY.

Operated by Central Pennsylvania Telephone and Supply Company.

OFFICERS.

Name.	Official Address.
H. C. McCormick, President,	Williamsport, Pa.
Geo. V. Forman, Vice President,	Buffalo, N. Y.
Geo. L. Simpson, Secretary,	Hughesville, Pa.
Seth T. McCormick, Treasurer,	Williamsport, Pa.
R. E. Eaverson, General Manager,	Hughesville, Pa.

DIRECTORS.

Name.	Official Address.
H. C. McCormick,	Williamsport, Pa.
Geo. V. Forman,	Buffalo, N. Y.
Seth T. McCormick,	Williamsport, Pa.
J. Henry Cochran,	"
R. E. Eaverson,	Hughesville, Pa.
Geo. L. Simpson,	"

Date of charter: November, 1882.

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$2,199 74	Capital stock,	$3,950 00
Cost of equipment,	1,750 26		
Total,	$3,950 00	Total,	$3,950 00

YORK TELEPHONE COMPANY.

OFFICERS.

Name.	Official Address.
D. F. Lafean, President,	York, Pa.
John McCoy, Vice President,	"
H. H. Weber, Secretary,	"
C. C. Frick, Treasurer,	"
G. B. Rudy, General Manager,	"

DIRECTORS.

Name.	Official Address.
D. F. Lafeau,	York, Pa.
John McCoy,	"
H. H. Weber,	"
C. C. Frick,	"
G. B. Rudy,	"
H. S. Wiest,	"
W. S. Eisenhart,	"

Date of charter: January 16, 1895.

REVENUE AND EXPENSES.

Revenue.

Gross receipts from entire system,	$30,581 31
Total revenue,	$30,581 31

Expenses.

General operation of system,	$7,059 82
General maintenance of system,	3,023 66
Taxes,	1,830 64
Interest on bonded indebtedness,	7,676 64
Interest on other indebtedness,	122 00
All other expenses,	2,938 25
Surplus for the year (exclusive of dividends),	3,830 30
Dividends,	4,000 00
Total expenses,	$30,581 31

Total surplus fund, June 30, 1901,	$5,830 30
Cost of additional lines (either by purchase or construction),	3,621 10
Cost of equipment (either by purchase or construction),	7,198 62

GENERAL BALANCE SHEET.

Assets.	Amount.	Liabilities.	Amount.
Cost of line,	$205,974 80	Capital stock,	$200,000 00
Cost of equipment,	157,545 75	Funded debt,	160,000 00
Current assets as follows, viz:		Current liabilities,	1,341 64
Cash on hand,	2,401 39	Profit and loss,	5,830 30
Open accounts,	1,250 00		
Total,	$367,171 94	Total,	$367,171 94

REPORTS OF

CANAL AND NAVIGATION COMPANIES.

41—8—1901

DELAWARE DIVISION CANAL COMPANY OF PENNSYLVANIA.

Operated by the Lehigh Coal and Navigation Company.

OFFICERS.

Name.	Official Address.
Lewis A. Riley, President,	Philadelphia, Pa.
Charles F. Howell, Vice President,	"
C. A. Ross, Secretary and Treasurer,	"
H. F. Baker, Assistant Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
Lewis A. Riley,	Philadelphia, Pa.
Francis R. Cope,	"
Edward W. Clark,	"
John S. Wentz,	"
Edward Lewis,	"
Chas. F. Howell,	"
S. Sheperd,	"
E. Hill,	"
H. F. Baker,	"

Date of annual meeting for election of directors: First Tuesday in February.

CAPITALIZATION.

Capital stock outstanding	1,633,350 00
Funded debt outstanding,	800,000 00
Cost of canal and fixtures, including boats,	2,433,350 00

Length om main line of canal from Easton to Bristol, 60 miles.

RECEIPTS.

Other sources, rents, etc., rental paid by Lehigh Coal and Navigation Company,	$36,169 00
Total,	$36,169,00

SUMMARY OF EXPENSES.

For dividends,	$4,169 00
For interest,	32,000 00
For other payments,	36,169 00

LEHIGH COAL AND NAVIGATION COMPANY.

OFFICERS.

Name.	Official Address.
L. A. Riley, President,	Philadelphia, Pa.
C. F. Howell, Vice President and Auditor,	"
H. F. Baker, Secretary and Treasurer,	"

DIRECTORS.

Name.	Official Address.
Francis R. Cope,	Philadelphia, Pa.
Edward W. Clark,	"
Samuel Dickson,	"
Joseph S. Harris,	"
Abram S. Hewitt,	New York, N. Y.
C. Pardie,	Philadelphia, Pa.
Bayard Henry,	"
John S. Wertz,	Mauch Chunk, Pa.
James M. Duane,	Philadelphia, Pa.
Henry Pratt McKean,	"
Edward Lewis,	"

Date of annual meeting for election of directors: Fourth Tuesday in February.

CAPITALIZATION.

Capital stock outstanding,	$14,366,650 00
Funded debt outstanding,	17,647,083 00
Cost of canal and fixtures, including boats,	1,964,475 61

Length of main line of canal from Coal Poart to Easton, 48 miles.

RECEIPTS.

From tolls on coal,	$90,844 80
Miscellaneous freight,	7,223 31
Other sources, rents, etc.,	2,749,568 54
Total,	$2,847,636 65

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	$154,215 19
For dividends,	860,799 00
For interest,	835,950 82
Municipal taxes and State taxes,	237,842 15
For other payments estimated,	449,237 69
Total,	$2,538,044 85
Total amount of surplus,	$309,591 80

PENNSYLVANIA CANAL COMPANY.

OFFICERS.

Name.	Official Address.
I. J. Wistar, President,	Broad Street Station, Philadelphia, Pa.
Geo. H. Ross, ecretary,	" "
A. Haviland, Treasurer,	" "
Thos. T. Wierman, Chief Engineer,	Harrisburg, Pa.
F. J. Deemer, Superintendent of Equipment...	Wilkes-Barre, Pa.

DIRECTORS.

Name.	Official Address.
John P. Green,	Broad Street Station, Philadelphia, Pa.
Chas. E. Pugh,	" "
Samuel Rea,	" "
Isaac J. Wistar,	" "
Jos. W. Crawford,	" "
N. Parker Shortridge,	" "
George Wood,	626 Chestnut Street, Philadelphia, Pa.
Wm. H. Barnes,	Broad Street Station, Philadelphia, Pa.
Amos R. Little,	116 South Third treet, Philadelphia, Pa.
Wm. A. Patton,	Broad Street Station, Philadelphia, Pa.
C. Stuart Patterson,	1426 Chestnut Street, Philadelphia, Pa.
Simon Gratz,	180 City Hall, Philadelphia, Pa.

Date of annual meeting for election of Directors: Second Tuesday in February.

CAPITALIZATION.

Capital stock outstanding,	$4,501,200 00
Funded debt outstanding,	2,282,000 00
Cost of canal and fixtures, including boats,	6,409,839 21

Length of main line of canal from Nanticoke to Columbia, 144 miles.

RECEIPTS.

From tolls on coal,	$24,094 95
Lumber, logs, ties, etc.,	815 16
Iron,	18
Miscellaneous freight,	629 06
Boat toll,	244 60
Other sources, rents, etc.,	7,541 09
Total,	$33,325 06

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	$31,382 01
State taxes,	2 25
Total,	$31,384 26
Total amount of surplus fund,	$1,940 80

SCHUYLKILL NAVIGATION COMPANY.

OFFICERS.

Name.	Official Address.
Jos. S. Harris, President,	Philadelphia, Pa.
W. G. Brown, Secretary,	"
R. Tull, Treasurer,	"
E. F. Smith, Superintendent,	"

DIRECTORS.

Name.	Official Address.
W. R. Taylor,	Philadelphia, Pa.
James M. Landis,	"
C. K. Clink,	"
R. M. Obertenffer,	"
James McLennon,	"
Roswell Weston,	"

Date of annual meeting for election of directors: Second Tuesday in February.

CAPITALIZATION.

Capital stock outstanding,	$3,963,250 00
Funded debt outstanding,	8,494,872 86
Cost of canal and fixtures, including boats,	12,404,635 48

Length of main line of canal from Port Clinton to Philadelphia, 89.88 miles.

RECEIPTS.

From tolls on coal,	$37,485 58
Lumber, Iron, Miscellaneous freight and lockages,	3,921 90
Other sources, rents, etc.,	14,285 09
Total,	$55,692 57

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,..	$31,481 54
Total,	$31,481 54
Total amount of surplus fund,	$24,211 03

TABULATED RESULTS.

Compiled from Reports of Railroad Companies.

TABLE B—LIABILITIES.

Name of Company.	Total amount of stock outstanding.	Total amount of funded debt outstanding.	Total amount of other forms of indebtedness, including current liabilities.	Total railway capital.
Allegheny Junction,	$5,000	.....	$36	$5,036
Allegheny Terminal,	150,000	.....	12,881	162,881
Allegheny and South Side,*	.....	.....	21,717	21,717
Allegheny Valley,	27,718,598	$16,695,000	1,164,380	45,577,978
Allegheny and Western,	2,850,000	2,000,000	104,540	4,954,540
Allentown,	1,268,884	.....	12,747	1,281,631
Allentown Terminal,	450,000	450,000	156,253	1,056,253
Altoona and Beech Creek,	99,600	.....	600	100,200
Arnot and Pine Creek,	255,000	.....	3,351	258,351
Bald Eagle Valley,	1,535,000	316,000	85,571	1,936,571
Baltimore and Cumberland Valley,	76,700	72,800	2,184	151,684
Baltimore and Cumberland Valley Extension,	270,000	230,000	32,850	532,850
Baltimore and Harrisburg,	720,000	690,000	64,294	1,474,294
Baltimore and Harrisburg, Eastern Extension,	175,000	.....	387,254	562,254
Baltimore and Harrisburg, Western Extension,	240,000	240,000	3,402	483,402
Baltimore and Ohio,	104,361,267	201,010,530	30,262,302	335,634,099
Baltimore and Philadelphia,	5,000,000	4,840,000	3,137,697	12,977,697
Bangor and Portland,	510,000	380,000	8,711	898,711
Barclay,	1,000,000	76,000	234	1,076,234
Bare Rock,	19,900	.....	4,952	24,852
Beaver and Elwood,	150,000	150,000	9,800	309,800
Bedford and Bridgeport,	600,000	1,700,000	161,557	2,461,557
Beech Creek,	5,665,000	5,500,000	.....	11,165,000
Bellefonte Central,	500,000	37,000	69,130	606,130
Belvidere-Delaware,	1,253,000	2,749,000	201,676	4,203,676
Berlin,	50,000	.....	95,804	145,804

TABLE B—LIABILITIES—Continued.

Name of Company.	Total amount of stock outstanding.	Total amount of funded debt outstanding.	Total amount of other forms of indebtedness, including current liabilities.	Total railway capital.
Berlin Branch,	43,195	47,847	41,722	132,764
Bessemer and Lake Erie,	100,000	.....	586,099	686,099
Big Level and Kinzua,	150,000	50,000	3,141	203,141
Bloomsburg and Sullivan,	600,000	591,800	22,839	1,214,639
Bradford, Bordell and Kinzua,	249,000	249,000	13,917	511,917
Bradford and Western Pennsylvania,	36,000	.....	400	36,400
Brockport and Shawmut,	22,500	.....	21,195	43,695
Brockville,	71,450	.....	43	71,493
Brownstone and Middletown,	25,000	.....	969	25,969
Buffalo, Bradford and Pittsburg,	2,286,400	580,000	247,890	3,114,290
Buffalo, Rochester and Pittsburg,	12,000,000	13,032,000	1,138,818	26,170,818
Buffalo and Susquehanna,	3,518,000	3,650,000	212,105	7,380,105
Bustleton,	100,000	.....	96,132	196,132
Cambria and Clearfield,	1,300,550	1,279,000	36,870	2,616,420
Cammal and Black Forest,	75,000	.....	3,113	78,113
Catasauqua and Fogelsville,	426,900	135,000	26,589	588,489
Catawissa,	4,359,500	2,215,000	.....	6,574,500
Central Pennsylvania and Western,	5,620,650	620,000	293,641	6,534,291
Central Railroad of New Jersey,	27,251,800	46,665,000	5,541,579	79,458,379
Central Railroad of Pennsylvania,	1,200,000	600,000	454,293	2,254,293
Central Trunk,	12,500	.....	.....	12,500
Chartiers,	645,300	500,000	65,864	1,211,164
Chester Creek,	272,100	185,000	11,125	468,224
Chester and Delaware River,	40,000	.....	352,979	392,979
Chestnut Hill,	120,650	.....	81	120,731
Clarion River,	120,000	.....	.....	120,000

Clearfield and Mahoning,	750,000	650,000	13,479	1,413,479
Clearfield Southern,	168,000	168,000	5,300	341,300
Cleveland and Pittsburg,	11,247,550	8,828,000	175,472	20,251,022
Colebrookdale,	297,215	600,000	560,219	1,457,434
Columbia and Port Deposit,	1,000,000	1,800,000	.....	2,800,000
Connecting,	1,278,300	991,000	1,691,950	3,961,250
Cornwall,	400,000	.....	.....	400,000
Cornwall and Lebanon,	800,000	766,400	16,039	1,582,439
Coudersport and Port Allegheny,	300,000	245,000	.....	545,000
Confluence and Oakland,	200,000	120,000	2,752	322,752
Cresson and Irvona,	500,000	500,000	90,000	1,090,000
Cumberland Valley,	1,777,850	234,500	232,970	2,245,320
Cumberland Valley and Waynesboro,	125,000	.....	.....	125,000
Delaware and Hudson,	34,793,200	7,500,000	1,120,150	43,413,350
Delaware, Lackawanna and Western,	26,200,000	3,067,000	5,873,534	35,140,534
Delaware River Railroad and Bridge Company,	1,300,000	1,300,000	22,547	2,622,547
Delaware, Susquehanna and Schuylkill,	1,500,000	550,000	87,739	2,137,739
Dillsburg and Mechanicsburg,	89,800	100,000	44,172	233,972
Downingtown and Lancaster,	405,650	300,000	30,000	735,650
Dunkirk, Allegheny Valley and Pittsburg,	1,300,000	2,900,000	60,281	4,260,281
Eaglesmere,	50,000	83,500	23,094	156,594
East Broad Top,	815,590	542,400	341,023	1,699,013
East Mahanoy,	497,750	.....	3,548	501,298
East Pennsylvania,	1,730,450	495,000	9,845	2,235,235
Easton and Northern,	300,000	51,000	514,724	865,724
Ebensburg and Black Lick,	350,000	160,000	33,614	543,614
Eddystone and Delaware River,	32,500	.....	25	32,525
Elmira and Williamsport,	1,000,000	1,533,000	36,015	2,569,015
Elk and Highland,	51,000	7,000	17,397	75,397
Ellwood Connecting,	50,000	.....	.....	50,000
Ellwood Short Line,	300,000	240,000	.....	540,000
Emporium and Rich Valley,	85,000	.....	5,389	90,389
Engleside,	30,000	.....	.....	30,000
Erie,	176,271,300	169,862,815	7,571,326	353,705,441
Erie and Pittsburg,	2,000,000	3,758,000	91,619	5,849,619
Erie and Wyoming Valley,	1,500,000	3,000,000	338,062	4,838,062
Etna and Montrose,	60,000	.....	.....	60,000
Fair Hill,	150,000	183,000	.....	333,000
Fairmount, Morgantown and Pittsburg,	3,000,000	3,000,000	.....	6,000,000
Fall Brook,	5,000,000	.....	.....	5,000,000
Fayette County,	107,400	.....	.....	107,400
Gettysburg and Harrisburg,	600,000	565,000	185,873	1,350,873
Glenwood,	20,000	.....	525,761	545,761
Hanover and Newport,	50,000	.....	434,125	484,125

TABLE B—LIABILITIES—Continued.

Name of Company.	Total amount of stock outstanding.	Total amount of funded debt outstanding.	Total amount of other forms of indebtedness, including current liabilities.	Total railway capital.
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,182,550	700,000	56,755	1,939,305
Hunter's Run and Slate Belt,	59,600	.....	38,753	98,353
Huntingdon and Broad Top Mountain,	3,371,750	3,009,500	82,777	6,464,027
Ironton,	200,000	.....	18,682	218,682
Jamestown and Franklin,	607,243	798,000	1,174,055	2,579,298
Jefferson,	2,095,450	3,100,000	1,409,008	6,604,458
Johnsonburg,	200,000	200,000	.....	400,000
Johnsonburg and Bradford,	420,000	420,000	84,212	924,212
Johnstown and Stony Creek,	91,500	.....	1,962	93,462
Junction,	250,000	725,000	12,188	987,188
Kane and Elk,	75,000	.....	11,753	86,753
Keating and Smethport,	10,000	.....	284	10,284
Kensington and Tacony,	355,900	.....	.....	355,900
Kersey,	150,000	.....	.....	150,000
Kinzua Hemlock,	112,100	.....	1,200	113,300
Kinzua and Tiona,	55,000	.....	.....	55,000
Kinzua Valley,	105,000	.....	8,165	113,165
Kishacoquillas Valley,	91,925	.....	.....	91,925
Kushequa,	110,700	.....	44,603	155,303
Lackawanna and Montrose,	130,500	.....	258	130,758
Lancaster, Oxford and Southern,	119,686	.....	3,695	123,381
Lancaster and Reading,	350,000	.....	2,600	352,600
Lake Shore and Michigan Southern,	50,000,000	50,741,000	10,555,508	111,296,508
Leetonia,	64,500	.....	57,903	122,403
Lehigh and Lackawanna,	370,500	600,000	.....	970,500
Lehigh and New England,	750,000	751,000	152,180	1,653,180

Lehigh and Susquehanna,	15,559,295	.....	.....	15,559,295
Lehigh Valley,	40,441,100	46,975,000	12,724,303	100,140,403
Lewisburg and Tyrone,	1,200,000	294,175	36,771	1,530,946
Lewisburg and Buffalo Valley,	30,000	18,500	.....	48,500
Ligonier Valley,	160,000	75,000	.....	235,000
Little Schuylkill Navigation,	2,487,850	.....	3,353	2,491,203
Loyalsock,	300,000	.....	160,847	460,847
Lykens Valley,	600,000	.....	.....	600,000
McKeesport Connecting,	40,000	.....	28,286	68,286
McKeesport Terminal,	12,000	.....	.....	12,000
Mahoning Valley,	45,000	.....	218,915	263,915
Mahoning State Line,	100,000	.....	11,708	111,708
Maryland and Pennsylvania,	1,602,500	1,699,950	46,079	3,348,529
Meadville, Conneaut Lake and Linesville,	200,000	200,000	.....	400,000
Medix Run,	70,200	.....	11,671	81,871
Mead Run,	45,950	.....	6,500	52,450
Middletown and Hummelstown,	175,000	.....	34,630	209,630
Mill Creek and Mine Hill,	323,375	.....	17,760	341,135
Millersburg,	20,000	.....	39,675	59,675
Mine Hill and Schuylkill Haven,	4,210,200	.....	411,115	4,621,315
Mohnsville and Adamstown,	22,992	49,860	5,282	78,134
Monongahela Connecting,	750,000	685,000	65,144	1,500,144
Monongahela and Washington,	110,000	.....	417,913	527,913
Mont Alto,	110,000	125,000	197,087	432,087
Montour,	100,000	.....	14,182	114,182
Montrose,	304,900	.....	14,171	319,071
Moosic Mountain and Carbondale,	150,000	.....	.....	150,000
Mount Carbon and Port Carbon,	282,350	.....	17,805	300,155
Mount Carmel and Natalie,	175,000	175,000	311,207	661,207
Mount Jewett, Kinzua and Riterville,	80,000	20,000	128,815	228,815
Mount Penn Gravity,	100,000	99,400	12,577	211,977
Mount Pleasant and Broadford,	150,450	.....	.....	150,450
Mount Pleasant and Latrobe,	13,000	.....	.....	13,000
Nesquehoning Valley,	1,418,600	.....	2,629	1,421,229
Neversink Mountain,	100,000	59,000	96,864	255,864
New Castle and Beaver Valley,	700,000	.....	.....	700,000
New Castle and Butler,	20,000	18,322	.....	38,322
New Haven and Dunbar,	8,000	.....	78,392	86,392
Newport and Sherman's Valley,	131,468	190,000	65,873	387,341
New York Central and Hudson River,	115,000,000	193,772,941	24,828,113	333,601,054
New York, Chicago and St. Louis,	30,000,000	19,425,000	1,921,695	51,346,695
New York, Lake Erie and Western Coal,	500,000	3,000,000	.....	3,500,000
New York, Lackawanna and Western, of Pennsylvania,	12,000	.....	.....	12,000
New York, Ontario and Western,	58,118,983	17,419,000	6,618,002	82,155,985

TABLE B—LIABILITIES—Continued.

Name of Company.	Total amount of stock outstanding.	Total amount of funded debt outstanding.	Total amount of other forms of indebtedness, including current liabilities.	Total railway capital.
New York and Pennsylvania,	500,000	500,000	52,916	1,052,916
New York, Susquehanna and Western,	26,000,000	12,829,691	1,201,202	40,030,893
Nittany Valley,	75,000	75,000	23,101	173,101
Norristown Junction,	20,000	37,000	881	57,881
Northern Central,	11,462,300	9,578,000	3,171,798	24,212,098
North Bend and Kettle Creek,	75,000	.....	235,208	310,208
North East Pennsylvania,	400,000	400,000	330,220	1,130,220
Northern Liberties,	5,000	.....	19,263	24,263
North Pennsylvania,	4,720,850	7,514,000	544,986	12,779,836
Nypano,	20,000,000	28,000,000	.....	48,000,000
Ohio and Baltimore Short Line,	290,000	500,000	1,196,292	1,986,292
Ohio Connecting,	720,000	.....	672,318	1,392,318
Ohio River Junction,	250,000	.....	11,705	261,705
Ontario, Carbondale and Scranton,	1,500,000	1,500,000	531,139	3,531,139
Pennsylvania,	206,163,995	83,537,840	65,014,339	354,716,174
Pennsylvania Company,	21,000,000	38,512,718	10,742,764	70,255,482
Pennsylvania and New York Canal and Railroad,	1,061,700	10,000,000	94,519	11,156,219
Pennsylvania and North Western,	2,250,000	2,247,000	91,174	4,588,174
People's,	100,000	36,000	32	136,032
Perkiomen,	1,500,000	1,924,600	43,634	3,468,234
Perry County,	97,900	125,000	18,827	241,727
Philadelphia and Baltimore Central,	2,499,191	2,200,000	129,183	4,828,374
Philadelphia Belt Line,	200,000	.....	16,174	216,174
Philadelphia, Bustleton and Trenton,	436,450	.....	.....	436,450
Philadelphia and Chester Valley,	755,100	380,510	127,121	1,262,731
Philadelphia and Delaware County,	354,750	180,000	184,870	719,620

Philadelphia and Erie,	10,385,000	19,823,000	1,304,065	31,512,065
Philadelphia and Frankford,	500,000	500,000	251,993	1,251,993
Philadelphia, Germantown and Chestnut Hill,	1,263,000	1,263,000	228,233	2,754,233
Philadelphia, Germantown and Norristown,	2,246,900	.....	61,371	2,308,271
Philadelphia, Harrisburg and Pittsburg,	2,000,000	2,000,000	12,280	4,012,280
Philadelphia, Newtown and New York,	1,625,000	1,417,000	276,392	3,318,392
Philadelphia and Reading,	20,000,000	67,683,952	9,261,163	96,945,115
Philadelphia and Reading Terminal,	8,500,000	.....	2,775,671	11,275,671
Philadelphia and Trenton,	1,259,100	.....	2,542,414	3,801,514
Philadelphia, Wilmington and Baltimore,	11,819,350	4,930,000	5,285,489	22,034,839
Pickering Valley,	95,655	332,300	734,025	1,161,980
Pine Creek,	1,000,000	3,500,000	200,035	4,700,035
Pittsburg, Allegheny and McKees Rocks,	30,000	.....	14,975	44,975
Pittsburg Bessemer and Lake Erie,	12,000,000	15,900,708	1,055,091	28,955,799
Pittsburg and Allegheny River,	30,000	.....	7,562	37,562
Pittsburg and Castle Shannon,	481,400	211,752	91,153	784,305
Pittsburg, Chartiers and Youghiogheny,	700,000	624,000	76,563	1,400,563
Pittsburg, Cincinnati, Chicago and St. Louis,	48,017,165	49,942,234	3,701,639	101,661,038
Pittsburg and Connellsville,	1,944,652	14,000,000	18,796,534	34,741,186
Pittsburg and Eastern,	395,000	.....	70	395,070
Pittsburg, Fort Wayne and Chicago,	41,038,086	12,410,000	2,869,792	56,317,878
Pittsburg, Johnstown, Ebensburg and Eastern,	1,200,300	.....	5,684	1,205,984
Pittsburg Junction,	1,940,000	1,740,000	244,385	3,924,385
Pittsburg and Lake Erie,	4,000,000	4,000,000	2,562,708	10,562,708
Pittsburg, Lisbon and Western,	150,000	150,000	9,735	309,735
Pittsburg, McKeesport and Youghiogheny,	3,959,650	3,750,000	.....	7,709,650
Pittsburg and Moon Run,	100,000	100,000	.....	200,000
Pittsburg and Northern,	150,000	.....	61,116	211,116
Pittsburg and Ohio Valley,	60,000	.....	134,047	194,047
Pittsburg, Shawmut and Northern,	6,000,000	6,000,000	820,034	12,820,034
Pittsburg, Virginia and Charleston,	3,772,400	3,431,000	1,514,384	8,717,784
Pittsburg and Western,	13,500,000	14,572,847	6,817,521	34,890,368
Pittsburg, Youngstown and Ashtabula,	3,033,342	3,062,000	121,272	6,216,614
Plymouth,	12,050	.....	274,495	286,545
Pomeroy and Newark,	500,000	.....	252,774	752,774
Quakertown and Eastern,	180,000	180,000	1,450	361,450
Reading and Columbia,	958,373	2,000,000	1,306,851	4,265,224
Reading, Marietta and Hanover,	250,000	.....	82,587	332,587
Reynoldsville and Falls Creek,	200,000	170,000	11,738	381,738
Ridgway and Clearfield,	491,000	491,000	.....	982,000
River Front,	300,000	296,000	1,492	597,492
Rochester, Beaver Falls and Western,	75,000	.....	.....	75,000
Rupert and Bloomsburg,	50,000	.....	32,076	82,076

TABLE B—LIABILITIES—Continued.

Name of Company.	Total amount of stock outstanding.	Total amount of funded debt outstanding.	Total amount of other forms of indebtedness, including current liabilities.	Total railway capital.
Salisbury,	117,988	150,000	.....	267,988
Scalp Level,	300,000	.....	299,279	599,279
Schuylkill and Juniata,	12,354,000	9,350,000	135,050	21,839,050
Schuylkill and Lehigh,	600,000	600,000	31,448	1,231,448
Schuylkill and Lehigh Valley,	2,000,000	2,000,000	.....	4,000,000
Schuylkill River, East Side,	4,500,000	4,500,000	.....	9,000,000
Schuylkill Valley Navigation Railroad,	576,050	14,939	.....	590,989
Scranton and Spring Brook,	25,000	.....	20,529	45,529
Scottdale Connecting,	10,000	.....	10,408	20,408
Shamokin, Sunbury and Lewisburg,	2,000,000	2,000,000	.....	4,000,000
Shamokin Valley and Pottsville,	869,450	2,000,000	70,245	2,939,695
Sharon,	657,550	414,000	11,190	1,082,740
Sharpsville,	350,000	.....	164,466	514,466
Shenango Valley,	60,000	.....	67,787	127,787
Sheffield and Tionesta,	150,000	.....	54,140	204,140
Slack Water Connecting,	10,000	.....	.....	10,000
Slate Run,	81,000	.....	46,535	127,535
Smethport,	86,400	.....	5,550	91,950
Smithfield and Masontown,	22,500	.....	175,098	197,598
Somerset and Cambria,	1,000,000	651,000	.....	1,651,000
South Branch,	60,000	.....	863	60,863
South Chester,	250,000	.....	.....	250,000
South Easton and Philipsburg,	75,000	.....	13,522	88,522
South Fork,	120,000	58,186	.....	178,186

South Shore,	10,000	.....	16,985	26,985
South-west Pennsylvania,	1,499,900	900,000	132,923	2,532,823
South West Connecting,	16,000	.....	.....	16,000
Southern Pennsylvania Railway and Mining Company,	800,000	625,000	514,483	1,939,483
State Line and Sullivan,	980,250	295,000	41,650	1,316,900
Stewart,	7,700	.....	.....	7,700
Stewartstown,	70,000	.....	.....	70,000
Stony Creek,	176,100	350,000	657,994	1,184,094
Susquehanna and Buffalo,	144,000	.....	31,419	175,419
Susquehanna Connecting,	500,000	302,000	.....	802,000
Tamaqua, Hazleton and Northern,	300,000	300,000	129,996	729,996
Tioga,	580,900	629,500	.....	1,210,400
Tionesta Valley,	350,000	.....	80,292	430,292
Tionesta Valley and Hickory,	33,000	.....	.....	33,000
Tionesta Valley and Salmon Creek,	17,000	.....	9,191	26,191
Trenton Cut-off,	100,000	.....	.....	100,000
Trenton-Delaware Bridge Company,	298,900	350,000	92,750	741,650
Tresckow,	130,000	.....	153,586	283,586
Tuscarora Valley,	150,000	150,000	6,141	306,141
Tyrone and Clearfield,	1,000,000	1,000,000	54,382	2,054,382
Union,	2,000,000	2,000,000	4,095,417	8,095,417
Ursini and North Fork,	20,000	.....	10,000	30,000
Valley Connecting,	10,000	.....	11,460	21,460
Washington and Franklin,	150,000	150,000	169,951	469,951
Washington Run,	150,000	.....	58,513	208,513
Waynesburg and Washington,	200,550	.....	25,803	226,353
West Chester,	165,000	75,000	1,250	241,250
West Clarion,	20,000	.....	.....	20,000
Western Maryland,	1,008,950	4,908,846	6,459,181	12,376,977
Western New York and Pennsylvania,	20,000,000	29,991,000	1,199,792	51,190,792
Western Pennsylvania,	1,775,000	4,000,100	100,990	5,876,090
West Side Belt,	1,000,000	401,500	16,997	1,418,497
Wheeling, Pittsburg and Baltimore,	5,500,000	5,500,000	821,881	11,821,881
Wilkes-Barre and Eastern,	3,000,000	3,000,000	24,010	6,024,010
Wilkes-Barre and Harvey's Lake,	150,000	.....	192,993	342,993
Wilkes-Barre and Scranton,	500,000	500,000	88,026	1,088,026
Williamsport and North Branch,	1,225,362	600,000	33,853	1,859,215
Williams Valley,	90,000	87,000	16,583	193,583
Wilmington and Northern,	1,500,000	804,000	97,338	2,401,338
Wind Gap and Delaware,	100,000	.....	131,817	231,817
York, Hanover and Frederick,	400,000	150,000	44,991	594,991
York Southern,	600,000	399,950	28,904	1,028,854

TABLE B—LIABILITIES—Continued.

Name of Company.	Total amount of stock outstanding.	Total amount of funded debt outstanding.	Total amount of other forms of indebtedness, including current liabilities.	Total railway capital.
Youghiogheny, Northern,	400,000	.....	15	400,015
Youghiogheny and Wick Haven,	18,000	.....	.....	18,000
Total,	$1,413,433,325	$1,380,747,413	$292,509,467	$3,086,690,205

*This road is owned and operated by the Oliver interests and the stock issue is under consideration.

a This amount includes "cost of equipment."

b This company is operated by the Lehigh Coal and Navigation Company, which is claimed not to be a common carrier, but according to the report of the Lehigh and Susquehanna Company, all revenues are received by the said Lehigh Coal and Navigation Company.

The report of this company shows that it has no capital stock, bonded or floating indebtedness, therefore, the amount of cost of road and equipment is inserted as representing its capital stock, "authorized and outstanding."

TABLE C—ASSETS.

Name of Company.	Total cost of roads owned.	Total cost of equipment owned.	Stocks and bonds owned.	Cash and current assets.	Other assets.	Total assets.
Allegheny Junction,	$5,000	.....	.....	$4,311	.....	$9,311
Allegheny Terminal,	162,881	.....	.....	.....	.....	162,881
Allegheny and South Side,	.....	$13,629	.....	3,160	.....	16,789
Allegheny Valley,	41,552,976	1,660,262	$27,370	354,558	$680,474	44,275,640
Allegheny and Western,	3,799,465	972,194	150,000	20,000	12,881	4,954,540
Allentown,	1,085,748	.....	.....	52,184	.....	1,137,932
Allentown Terminal,	1,041,930	.....	.....	14,323	.....	1,056,253
Altoona and Beech Creek,	99,600	.....	.....	600	.....	100,200
Arnot and Pine Creek,	258,351	.....	.....	.....	.....	258,351
Bald Eagle Valley,	1,896,376	.....	.....	495,645	129,842	2,521,863
Baltimore and Cumberland Valley,	149,500	.....	.....	2,184	.....	151,684
Baltimore and Cumberland Valley Extension,	516,500	.....	.....	16,350	.....	532,850
Baltimore and Harrisburg,	1,436,825	.....	.....	284,758	14,272	1,735,855
Baltimore and Harrisburg, Eastern Extension,	562,115	.....	.....	139	.....	562,254
Baltimore and Harrisburg Western Extension,	264,551	.....	.....	218,851	.....	483,402
Baltimore and Ohio,	236,279 556	31,025,872	26,715,219	14,078,946	29,241,225	337,340,818
Baltimore and Philadelphia,	9,840,000	.....	.....	.....	.....	9,840,000
Bangor and Portland,	a 890,000	.....	.....	14,497	.....	904,497
Barclay,	450,000	30,103	184,000	50,964	482,672	1,197,739
Bare Rock,	18,687	7,325	.....	400	.....	26,412
Beaver and Elwood,	293,020	8,675	2,000	15,040	.....	318,735
Bedford and Bridgeport,	2,305,112	.....	.....	.....	.....	2,305,112
Beech Creek,	a 11,161,559	.....	.....	.....	3,441	11,165,000
Bellefonte Central,	a 593,272	.....	4,595	.....	4,471	602,338
Belvidere-Delaware,	4,155,636	.....	.....	499,800	45,192	4,700,628
Berlin,	50,710	.....	.....	.....	.....	50,710
Berlin Branch,	77,326	.....	.....	356	.....	77,682

TABLE C—ASSETS—Continued.

Name of Company.	Total cost of roads owned.	Total cost of equipment owned.	Stocks and bonds owned.	Cash and current assets.	Other assets.	Total assets.
Bessemer and Lake Erie,	38,135	.....	.....	415,207	65,042	518,384
Big Level and Kinzua,	200,481	.....	410	2,241	.....	203,132
Bloomsburg and Sullivan,	1,199,000	.....	.....	29,198	.....	1,228,198
Bradford, Bordell and Kinzua,	405,850	92,150	.....	22,763	.....	520,763
Bradford and Western Pennsylvania,	30,162	6,841	.....	8	.....	37,011
Bockport and Shawmut,	21,195	.....	.....	.....	22,500	43,695
Brookville,	71,493	.....	.....	.....	.....	71,493
Brownstone and Middletown,	20,000	7,550	.....	530	.....	28,080
Buffalo, Bradford and Pittsburg,	3,114,290	.....	.....	.....	.....	3,114,290
Buffalo, Rochester and Pittsburg,	18,797,007	6,164,232	1,003,670	950,895	644,881	27,560,685
Buffalo and Susquehanna,	5,610,891	494,746	490,200	475,304	626,896	7,698,037
Bustleton,	100,000	.....	.....	.....	.....	100,000
Cambira and Clearfield,	2,579,284	.....	.....	187,756	4,770	2,771,810
Cammal and Black Forest,	123,630	18,398	.....	4,696	8,000	154,724
Catasauqua and Fogelsville,	557,340	16,785	.....	76,575	7,246	657,946
Catawissa,	6,706,668	.....	77,409	7,144	.....	6,791,221
Central Pennsylvania and Western,	6,240,650	.....	.....	641	1,203	6,242,494
Central Railroad of New Jersey,	32,510,811	16,532,044	26,210,208	5,693,480	6,799,886	87,746,129
Central Railroad of Pennsylvania,	996,412	59,222	.....	62,700	800,414	1,918,748
Central Trunk,	12,500	.....	.....	.....	.....	12,500
Chartiers,	1,341,748	.....	101,119	.....	35,298	1,478,165
Chester Creek,	457,100	.....	.....	11,124	.....	468,224
Chester and Delaware River,	245,932	.....	.....	16,383	.....	262,315
Chestnut Hill,	b 120,650	.....	.....	81	.....	120,731
Clarion River,	104,170	15,830	.....	.....	.....	120,000
Clearfield and Mahoning,	1,315,479	98,000	.....	.....	.....	1,413,479
Clearfield Southern,	332,897	3,103	.....	2,474	5,014	343,488

Cleveland and Pittsburg,	15,692,927	4,368,230	.....	163,472	369,470	20,594,099
Colebrookdale,	672,342	.....	.....	43,325	.....	715,667
Columbia and Port Deposit,	2,813,276	.....	.....	226,846	.....	3,040,122
Connecting,	3,794,884	.....	.....	450	165,916	3,916,250
Cornwall,	678,888	193,509	44,625	22,246	46,360	985,628
Cornwall and Lebanon,	1,451,446	283,317	.....	124,116	1,198	1,860,077
Coudersport and Port Allegheny,	513,256	36,900	.....	19,272	.....	569,428
Confluence and Oakland,	235,287	.....	.....	.....	.....	235,287
Cresson and Irvona,	1,000,000	.....	.....	22,136	.....	1,022,136
Cumberland Valley,	2,177,615	382,453	.....	136,089	352,427	3,048,584
Cumberland Valley and Waynesboro,	125,000	.....	.....	1,000	.....	126,000
Delaware and Hudson,	b 42,293,200	.....	1,427,959	2,514,177	2,667,424	48,902,760
Delaware, Lackawanna and Western,	17,325,318	8,114,201	6,770,476	9,022,401	9,948,609	51,181,005
Delaware River Railroad and Bridge Company,	2,600,000	.....	.....	157,140	.....	2,757,140
Delaware, Susquehanna and Schuylkill,	1,187,079	895,280	.....	505,775	14,377	2,602,509
Dillsburg and Mechanicsburg,	215,794	.....	.....	33	.....	215,827
Downingtown and Lancaster,	702,850	.....	.....	6,445	.....	709,295
Dunkirk, Allegheny Valley and Pittsburg,	a 4,260,281	.....	.....	.....	.....	4,260,281
Eaglesmere,	119,532	13,062	24,000	.....	.....	156,594
East Broad Top,	943,994	188,563	91,585	214,084	2,767	1,440,993
East Mahanoy,	497,792	.....	.....	8,088	.....	505,880
East Pennsylvania,	1,905,586	.....	.....	.....	481,541	2,387,127
Easton and Northern,	865,724	.....	.....	.....	.....	865,724
Ebensburg and Black Lick,	510,000	.....	.....	14,096	32,947	557,043
Eddystone and Delaware River,	25,927	5,189	.....	4,409	502	36,027
Elmira and Williamsport,	2,181,000	352,000	3,600	36,989	.....	2,573,589
Elk and Highland,	47,442	18,367	.....	26,501	.....	92,310
Ellwood Connecting,	63,444	.....	.....	13,542	.....	76,986
Ellwood Short Line,	b 540,000	.....	.....	.....	.....	540,000
Emporium and Rich Valley,	102,762	24,546	.....	1,570	.....	128,878
Engleside,	27,311	.....	.....	2,521	.....	29,832
Erie,	323,718,351	c 11,325,478	14,765,286	7,466,116	2,708,240	359,983,471
Erie and Pittsburg,	5,823,726	.....	3,171	24,871	250	5,852,018
Erie and Wyoming Valley,	5,315,217	198,759	.....	107,911	25,105	5,646,992
Etna and Montrose,	a 60,000	.....	.....	22,359	1,148	83,507
Fair Hill,	331,300	.....	.....	293	.....	331,593
Fairmont, Morgantown and Pittsburg,	5,978,890	.....	.....	22,467	.....	6,001,357
Fall Brook,	2,824,509	2,276,030	.....	841,462	.....	5,942,001
Fayette County,	107,400	.....	.....	.....	.....	107,400
Gettysburg and Harrisburg,	1,117,750	95,303	.....	19,503	12,903	1,245,459
Glenwood,	553,487	.....	.....	.....	.....	553,487
Hanover and Newport,	454,861	.....	.....	50,000	.....	504,861
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,881,210	.....	110,871	56,765	.....	2,048,846
Hunter's Run and Slate Belt,	53,018	6,589	.....	28,791	3,511	91,909
Huntingdon and Broad Top Mountain,	a 5,772,907	.....	45,000	118,617	846,905	6,783,429

TABLE C—ASSETS—Continued.

Name of Company.	Total cost of roads owned.	Total cost of equipment owned.	Stocks and bonds owned.	Cash and current assets.	Other assets.	Total assets.
Ironton,	171,900	28,100	.....	73,764	675	274,439
Jamestown and Franklin,	2,682 911	.....	.....	8,298	23,735	2,714,944
Jefferson,	6,604,458	.....	.....	.....	.....	6,604,458
Johnsonburg,	400,953	.....	.....	12,650	3,700	417,303
Johnsonburg and Bradford,	924,212	.....	.....	.....	.....	924,212
Johnstown and Stony Creek,	78,147	16,240	.....	3,831	.....	98,218
Junction,	1,036,019	.....	.....	23,269	.....	1,059,288
Kane and Elk,	63,787	18,367	.....	5,082	.....	87,236
Keating and Smethport,	10,000	.....	.....	.....	.....	10,000
Kensington and Tacony,	355,766	.....	.....	142	.....	355,908
Kersey,	150,000	.....	.....	.....	.....	150,000
Kinzua and Tiona,	44,075	9,935	.....	1,080	.....	55,090
Kinzua Hemlock,	97,664	33,056	.....	2,050	.....	132,770
Kinzua Valley,	110,950	.....	.....	1,053	803	112,806
Kishacoquillas Valley,	77,642	8,750	3,500	9,951	4,099	103,942
Kushequa,	134,335	35,004	.....	.....	.....	169,339
Lackawanna and Montrose,	130,790	.....	.....	19,955	.....	150,745
Lancaster, Oxford and Southern,	a 119,686	.....	.....	1,328	.....	121,014
Lancaster and Reading,	350,000	.....	.....	16,116	.....	366,116
Lake Shore and Michigan Southern,	66,700,000	17,300,000	29,482,676	3,600,872	7,468,012	124,551,560
Leetonia,	48,422	9,361	.....	3,264	55,986	117,033
Lehigh and Lackawanna,	970,500	.....	.....	.....	.....	970,500
Lehigh and New England,	1,483,125	32,942	1	81,490	.....	1,597,558
Lehigh and Susquehanna,	15,571,592	.....	.....	.....	.....	15,571,592
Lehigh Valley,	18,639,292	19,018,420	38,776,094	5,614,721	16,913,617	98,962,144
Lewisburg and Buffalo Valley,	20,000	10,000	.....	18,500	.....	48,500
Lewisburg and Tyrone,	1,567,188	.....	.....	23,678	.....	1,590,866

Ligonier Valley,	256,260	30,440	.....	13,574	.....	300,274
Little Schuylkill Navigation,	2,405,945	.....	114,160	37,857	.....	2,557,962
Loyalsock,	460,847	.....	.....	.....	.....	460,847
Lykens Valley,	578,767	17,000	7,991	5,557	.....	609,315
McKeesport Connecting,	19,143	40,008	.....	17,366	.....	76,517
McKeesport Terminal,	10,555	9,700	.....	.....	.....	20,255
Mahoning Valley,	72,290	136,862	.....	7,263	.....	266,415
Mahoning State Line,	111,708	.....	.....	.....	.....	111,708
Maryland and Pennsylvania,	3,182,292	38,477	.....	136,700	8,439	3,365,908
Meadville, Conneaut Lake and Linesville,	400,000	.....	.....	.....	.....	400,000
Mead Run,	37,254	7,744	.....	21,716	.....	66,714
Medix Run,	54,247	12,058	.....	.....	40	66,345
Middletown and Hummelstown,	187,693	.....	.....	2,202	.....	189,795
Mill Creek and Mine Hill,	323,045	.....	.....	21,046	.....	344,091
Millersburg,	59,675	.....	.....	.....	.....	59,675
Mine Hill and Schuylkill Haven,	4,165,572	.....	408,000	14,872	.....	4,588,444
Mohnsville and Adamstown,	72,876	.....	.....	75	.....	72,951
Monongahela Connecting,	1,331,380	111,491	.....	118,915	44,287	1,606,073
Monongahela and Washington,	518,421	.....	.....	330	.....	518,751
Mont Alto,	251,686	16,795	.....	.....	.....	268,481
Montour,	138,223	97,371	.....	5,661	.....	241,255
Montrose,	332,486	13,435	.....	.....	.....	345,921
Moosic Mountain and Carbondale,	150,000	.....	.....	.....	.....	150,000
Mount Carbon and Port Carbon,	282,815	.....	.....	22,328	.....	305,143
Mount Carmel and Natalie,	124,249	.....	.....	474,133	.....	598,382
Mount Jewett, Kinzua and Riterville,	91,404	.....	65,950	29,559	7,188	194,101
Mount Penn Gravity,	118,259	33,476	.....	8	.....	151,743
Mount Pleasant and Broadford,	210,168	.....	.....	372,163	.....	582,331
Mount Pleasant and Latrobe,	8,217	4,813	.....	.....	.....	13,030
Nesquehoning Valley,	1,420,709	.....	.....	520	.....	1,421,229
Neversink Mountain,	161,778	62,369	.....	17	.....	224,164
New Castle and Beaver Valley,	700,000	.....	.....	60,946	.....	760,946
New Castle and Butler,	20,000	18,322	.....	.....	.....	38,322
New Haven and Dunbar,	36,554	23,537	.....	237	.....	60,328
Newport and Sherman's Valley,	313,193	57,457	.....	3,856	.....	374,506
New York Central and Hudson River,	138,952,138	44,707,064	126,785,141	11,262,225	23,664,479	345,371,047
New York, Chicago and St. Louis,	46,086,158	3,720,846	.....	1,932,023	271,735	52,010,762
New York, Lake Erie and Western Coal,	2,228,680	.....	.....	565,507	537,405	3,331,592
New York, Lackawanna and Western of Penna.,	b 12,000	.....	.....	.....	.....	12,000
New York, Ontario and Western,	66,853,391	4,434,278	13,096,617	1,897,930	943,169	87,225,385
New York and Pennsylvania,	a 1,000,000	.....	.....	15,190	.....	1,015,190
New York, Susquehanna and Western,	31,296,322	2,561,408	5,450,862	516,196	724,547	40,549,335
Nittany Valley,	167,764	14,574	.....	1,143	.....	183,481
Norristown Junction,	58,230	.....	.....	2,569	.....	60,799

TABLE C—ASSETS—Continued.

Name of Company.	Total cost of roads owned.	Total cost of equipment owned.	Stocks and bonds owned.	Cash and current assets.	Other assets.	Total assets.
Northern Central,	15,997,133	4,980,284	4,681,793	1,427,912	750,218	27,837,340
North Bend and Kettle Creek,	261,020	44,806	.....	.....	4,382	310,208
North East Pennsylvania,	730,550	.....	.....	585	.....	731,135
Northern Liberties,	5,572	9,500	.....	15,386	1,253	31,711
North Pennsylvania,	10,355,043	1,752,136	55,765	367,596	347,863	12,878,403
Nypano,	48,000,000	.....	.....	.....	.....	48,000,000
Ohio and Baltimore Short Line,	1,540,258	.....	.....	.....	.....	1,540,258
Ohio Connecting,	1,392,318	.....	.....	38,520	.....	1,430,838
Ohio River Junction,	104,287	.....	.....	154,495	1,813	260,595
Ontario, Carbondale and Scranton,	3,801,118	.....	.....	17,177	.....	3,818,295
Pennsylvania,	78,186,904	42,978,824	185,774,304	45,827,103	28,760,701	381,527,836
Pennsylvania Company,	d 1,446,591	7,935,447	50,451,659	6,118,490	10,908,961	76,861,148
Pennsylvania and New York Canal and Railroad,	8,140,964	.....	.....	.....	127,294	8,268,258
Pennsylvania and North Western,	4,165,555	551,848	20,000	150,280	63,180	4,950,863
People's,	99,246	1,287	.....	24,359	.....	124,892
Pekiomenr,	2,826,701	510	.....	96,132	14,700	2,938,043
Perry County,	216,500	8,128	.....	750	16,862	242,240
Philadelphia and Baltimore Central,	4,058,694	.....	1,100	379,033	293,822	4,732,649
Philadelphia Belt Line,	215,582	.....	.....	592	.....	216,174
Philadelphia Bustleton and Trenton,	438,023	.....	.....	3,706	.....	441,729
Philadelphia and Chester Valley,	1,099,066	.....	.....	40,438	.....	1,139,504
Philadelphia and Delaware County,	601,003	.....	.....	4,029	.....	605,032
Philadelphia and Erie,	30,466,182	.....	29,963	1,722,165	204,351	32,422,661
Philadelphia and Frankford,	729,968	.....	.....	537,102	.....	1,267,070
Philadelphia, Germantown and Chestnut Hill,	2,525,213	.....	.....	24,485	5,091	2,554,789
Philadelphia, Germantown and Norristown,	1,639,872	367,988	3,952	15,456	281,003	2,308,271
Philadelphia, Harrisburg and Pittsburg,	3,997,113	.....	.....	10,002	.....	4,007,115

Philadelphia, Newtown and New York,	2,703,213	.....	.....	20,660	6,410	2,730,283
Philadelphia and Reading,	a 80,582,838	.....	.....	4,198,959	13,731,493	98,513,290
Philadelphia and Reading Terminal,	11,274,473	.....	.....	1,198	.....	11,275,671
Philadelphia and Trenton,	4,400,402	.....	104,656	10	.....	4,505,068
Philadelphia, Wilmington and Baltimore,	a 15,871,428	.....	5,423,592	4,093,696	1,420,557	26,809,273
Pickering Valley,	481,099	.....	.....	19,918	.....	501,017
Pine Creek,	4,708,229	.....	.....	.....	.....	4,708,229
Pittsburg, Allegheny and McKees Rocks,	10,200	19,800	.....	18,669	.....	48,669
Pittsburg, Bessimer and Lake Erie,	22,013,803	6,125,075	525	87,702	.....	28,227,105
Pittsburg and Allegheny River,	891	13,271	.....	2,147	17,500	33,809
Pittsburg and Castle Shannon,	366,616	46,722	.....	19,059	191,048	623,445
Pittsburg, Chartiers and Youghiogheny,	1,158,352	221,316	.....	81,098	3,829	1,464,595
Pittsburg, Cincinnati, Chicago and St. Louis,	a 94,352,687	.....	1,883,698	3,158,626	6,887,035	106,282,046
Pittsburg and Connellsville,	17,366,878	.....	2,803,240	.....	183,117	20,353,235
Pittsburg and Eastern,	a 495,447	.....	.....	.....	470	495,917
Pittsburg, Fort Wayne and Chicago,	41,242,409	11,369,931	.....	1,879,235	12,915,927	67,407,502
Pittsburg, Johnstown, Ebensburg and Eastern,	882,284	237,181	.....	37,695	11,778	1,168,938
Pittsburg Junction,	3,582,707	80,660	200,000	148,136	34,123	4,045,626
Pittsburg and Lake Erie,	6,764,898	4,206,863	372,189	2,541,050	759,380	14,644,380
Pittsburg, Lisbon and Western,	274,202	33,073	.....	35,472	.....	342,747
Pittsburg, McKeesport and Youghiogheny,	7,326,603	383,047	.....	.....	.....	7,709,650
Pittsburg and Moon Run,	168,557	10,100	.....	5,775	.....	184,432
Pittsburg and Northern,	150,000	.....	.....	.....	.....	150,000
Pittsburg and Ohio Valley,	184,365	2,378	.....	12,490	8,844	208,077
Pittsburg, Shawmut and Northern,	10,500,000	373,747	.....	519,631	1,546,547	12,939,925
Pittsburg, Virginia and Charleston,	7,700,051	.....	.....	861,334	998,559	9,559,944
Pittsburg and Western,	a 26,946,858	.....	3,340,282	800,258	2,359,031	33,446,429
Pittsburg, Youngstown and Ashtabula,	5,398,342	697,000	.....	698,127	61,393	6,854,862
Plymouth,	286,545	.....	.....	.....	.....	286,545
Pomeroy and Newark,	502,056	.....	.....	.....	.....	502,056
Quakertown and Eastern,	b 360,000	.....	.....	118,788	189	478,977
Reading and Columbia,	2,420,615	245,083	.....	73,294	7,756	2,746,748
Reading, Marietta and Hanover,	332,587	.....	.....	.....	.....	332,587
Reynoldsville and Falls Creek,	343,928	21,725	.....	100,012	107	465,772
Ridgway and Clearfield,	987,503	.....	.....	13,148	.....	1,000,651
River Front,	616,700	.....	.....	16,121	.....	632,821
Rochester, Beaver Falls and Western,	48,126	.....	.....	431	26,874	75,431
Rupert and Bloomsburg,	58,242	.....	.....	141	.....	58,383
Salisbury,	327,056	11,841	.....	114,677	.....	453,574
Scalp Level,	725,286	.....	.....	281	.....	725,567
Schuylkill and Juniata,	22,226,467	.....	124	1,040,846	1,661,763	24,929,200
Schuylkill and Lehigh,	1,213,800	.....	.....	17,647	.....	1,231,448
Schuylkill and Lehigh Valley,	4,000,000	.....	.....	.....	.....	4,000,000
Schuylkill River East Side,	9,000,000	.....	.....	754,207	.....	9,754,207

TABLE C—ASSETS—Continued.

Name of Company.	Total cost of roads owned.	Total cost of equipment owned.	Stocks and bonds owned.	Cash and current assets.	Other assets.	Total assets.
Schuylkill Valley Navigation Railroad,	576,841	.....	.....	17,045	.....	593,886
Scranton and Spring Brook,	39,190	4,743	.....	.....	.....	43,933
Scottdale Connecting,	b 10,000	.....	.....	14,787	500	25,287
Shamokin, Sunbury and Lewisburg,	3,386,898	.....	.....	613,102	.....	4,000,000
Shamokin Valley and Pottsville,	1,208,050	.....	4,592	70,272	1,667,908	2,950,822
Sharon,	1,071,542	.....	.....	20,161	.....	1,091,703
Sharpsville,	422,590	26,856	.....	3,861	424	453,731
Shenango Valley,	127,787	.....	.....	.....	.....	127,787
Sheffield and Tionesta,	a 204,140	.....	.....	.....	.....	204,140
Slack Water Connecting,	4,800	5,200	.....	4,491	.....	14,491
Slate Run,	65,757	15,243	.....	16,615	.....	97,615
Smethport,	93,485	.....	.....	1,212	.....	94,697
Smithfield and Masontown,	181,022	.....	.....	20,250	.....	201,272
Somerset and Cambria,	1,346,914	.....	.....	417,169	.....	1,764,083
South Branch,	34,300	25,700	.....	14,674	.....	74,674
South Chester,	194,906	.....	.....	55,094	.....	250,000
South Easton and Philipsburg,	88,522	.....	.....	.....	.....	88,522
South Fork,	171,306	.....	.....	51,684	.....	222,990
South Shore,	20,008	16,488	.....	5,243	.....	41,739
Southwest Pennsylvania,	2,690,783	.....	.....	337,387	49,666	3,077,836
Southwest Connecting,	16,000	.....	.....	.....	.....	16,000
Southern Pennsylvania Railway and Mining oC.,	1,426,573	.....	.....	.....	.....	1,426,573
State Line and Sullivan,	627,500	.....	25,100	93,772	601,743	1,348,115
Stewart,	7,114	.....	.....	.....	.....	7,114
Stewartstown,	94,772	8,148	.....	3,462	653	107,035
Stony Creek,	541,523	.....	.....	14,382	3,084	558,989
Susquehanna and Buffalo,	43,747	.....	.....	2,034	123,840	169,621
Susquehanna Connecting,	802,000	.....	.....	.....	.....	802,000

Tamaqua, Hazleton and Northern,	666,457	.....	.....	26,195	.....	692,652
Tioga,	1,282,824	.....	.....	42,743	.....	1,325,567
Tionesta Valley,	369,162	69,503	.....	9,593	.....	448,258
Tionesta Valley and Hickory,	33,000	.....	.....	.....	.....	33,000
Tionesta Valley and Salmon Creek,	26,190	.....	.....	.....	.....	26,190
Trenton Cut-Off,	100,000	.....	.....	.....	.....	100,000
Trenton-Delaware Bridge Company,	648,900	.....	.....	28,910	80,500	758,310
Tresckow,	283,586	.....	.....	.....	.....	283,586
Tuscarora Valley,	281,524	25,595	.....	2,692	.....	309,811
Tyrone and Clearfield,	2,000,000	.....	.....	75,164	29,382	2,104,546
Union,	7,411,597	375,319	160,000	771,194	29,092	8,747,202
Ursina and North Fork,	27,000	3,000	.....	.....	.....	30,000
Valley Connecting,	3,600	6,000	.....	11,460	400	21,460
Washington and Franklin,	458,595	.....	.....	11,356	.....	469,951
Washington Run,	198,232	18,070	.....	6,594	.....	222,896
Waynesburg and Washington,	149,785	50,765	.....	84,233	.....	284,783
West Chester,	240,000	.....	.....	.....	.....	240,000
West Clarion,	20,000	.....	.....	.....	.....	20,000
Western Maryland,	4,501,585	1,352,880	1,523,350	298,247	1,171,747	8,847,809
Western New York and Pennsylvania,	47,810,330	2,865,010	527,260	495,111	158,234	51,855,945
Western Pennsylvania,	6,617,886	.....	10,000	265,739	11,290	6,904,915
West Side Belt,	246,630	145,684	.....	35,005	961,547	1,388,866
Wheeling, Pittsburg and Baltimore,	8,840,688	.....	.....	.....	.....	8,840,688
Wilkes-Barre and Eastern,	a 6,000,000	.....	.....	.....	24,010	6,024,010
Wilkes-Barre and Harvey's Lake,	342,993	.....	.....	.....	.....	342,993
Wilkes-Barre and Scranton,	1,088,026	.....	.....	.....	.....	1,088,026
Williamsport and North Branch,	1,716,044	76,765	4,950	11,051	64,863	1,873,673
Williams Valley,	187,434	14,000	.....	20,884	.....	222,318
Wilmington and Northern,	1,713,344	350,026	38,050	357,340	.....	2,458,760
Wind Gap and Delaware,	181,817	.....	.....	50,000	.....	231,817
York, Hanover and Frederick,	550,000	.....	.....	.....	962	550,962
York Southern,	999,950	.....	.....	17,920	.....	1,017,870
Youghiogheny Northern,	400,000	.....	.....	9,149	1,000	410,149
Youghiogheny and Wick Haven,	18,179	.....	.....	.....	.....	18,179
	$2,029,869,407	$266,929,003	$549,883,909	$156,086,231	$197,585,205	$3,200,353,755

a This amount includes "cost of equipment."
b "Cost of road" not being given, "total amount of capital stock and funded debt" is inserted.
c This amount does not include the entire "cost of equipment."
d Cost of real estate.

TABLE D—MILEAGE.

Name of Company.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.
	Main line.	Branches and spurs.								
Allegheny Junction,	1.00	.....	.....	.....	.....	.....	1.00	1.00	.....	1.00
Allegheny Termnial,	.12	.....	.....	.....	.....	.....	e	.....	.....	.....
Allegheny and South Side,	5.00	.....	.....	.....	.....	.....	5.00	5.00	.....	5.00
Allegheny Valley,	242.20	18.31	.....	.....	.....	.....	q	.....	.....	.....
Allegheny and Western,	59.57	.....	.....	.....	.....	.....	e	.....	.....	.....
Allentown,	4.45	.....	.....	.....	.....	.....	s	.....	.....	.....
Allentown Terminal,	3.33	1 30	.....	.....	.....	.....	s	.....	.....	.....
Altoona and Beech Creek,	14.00	.....	.....	.....	.....	.....	vv	.....	.....	.....
Arnot and Pine Creek,	11.83	.....	.....	.....	.....	.....	j	.....	.....	.....
Bald Eagle Valley,	51.20	41.43	.....	.....	.....	.....	q	.....	.....	.....
Baltimore and Cumberland Valley,	4.55	.....	.....	.....	.....	.....	z	.....	.....	.....
Baltimore and Cumberland Valley Extension,	26.52	.....	.....	.....	.....	.....	z	.....	.....	.....
Baltimore and Harrisburg,	58.70	7.30	.....	31.60	.....	.....	97.60	78.40	.....	116.31
Baltimore and Harrisburg, Eastern Extension,	16.60	.....	.....	.....	.....	.....	a	.....	.....	.....
Baltimore and Harrisburg, Western Extension,	15.00	.....	.....	.....	.....	.....	a	.....	.....	.....
Baltimore and Ohio,	2,022.31	40.18	1,130.20	.....	.....	23.57	3,216.26	381.50	.16	5,511.22
Baltimore and Philadelphia,	59.32	.....	.....	.....	.....	.....	b	.....	.....	.....
Bangor and Portland,	29.00	9.67	.....	.....	8.14	4.80	51.61	51.61	.....	66.00
Barclay,	14.02	.....	1.59	.....	.....	.04	15.65	15.65	.....	18.60
Bare Rock,	2.50	.....	.....	.....	.....	.....	2.50	2.50	.....	2.50
Beaver and Ellwood,	5.41	2.10	.....	.....	.....	.....	w	.....	.....	.....
Bedford and Bridgeport,	38.70	10.47	.....	.....	.....	.....	q	.....	.....	.....
Beech Creek,	113.02	47.24	.....	.....	.....	.....	nn	.....	.....	.....

Bellefonte Central,	26.70	.....	.....	.....	.....	.....	26.70	26.70	.....	30.00
Belvidere-Delaware,	67.49	13.51	.....	.....	.....	.....	q	.....	.....	.....
Berlin,	8.00	.....	.....	.....	.....	.....	b	.....	.....	.....
Berlin Branch,	7.00	.....	.....	.....	.....	.....	7.00	7.00	.....	7.00
Bessemer and Lake Erie,	146.32	46.73	.....	22.79	.....	12.90	228.74	223.18	3.29	331.55
Big Level and Kinzua,	10.70	.....	.....	.....	.....	.....	d	.....	.....	.....
Bloomsburg and Sullivan,	30.00	.....	.....	.....	.....	.....	30.00	30.00	.....	36.02
Bradford, Bardell and Kinzua,	26.11	.....	.....	21.97	.....	.....	48.08	48.08	.....	53.69
Bradford and Western Pennsylvania,	4.77	3.41	.....	.....	.....	.....	8.18	8.18	.....	8.18
Brockport and Shawmut,	2.10	.....	.....	.....	.....	.....	j	.....	.....	.....
Brookville,	13.00	.....	.....	.....	.....	.....	13.00	13.00	.....	13.30
Brownstone and Middletown,	2.50	.....	.....	.....	.....	.....	2.50	2.50	.....	4.33
Buffalo, Bradford and Pittsburg,	26.17	11.18	.....	.....	.....	.....	j	.....	.....	.....
Buffalo, Rochester and Pittsburg,	234.93	18.43	30.93	87.45	.....	100.34	472.08	289.64	.....	746.51
Buffalo and Susquehanna,	84.73	67.74	.....	19.75	.....	.....	172.22	152.47	.....	208.81
Bustleton,	4.16	.....	.....	.....	.....	.....	q	.....	.....	.....
Cambria and Clearfield,	49.59	53.07	.....	.....	.....	.....	q	.....	.....	.....
Cammal and Black Forest,	2.81	.....	.....	.....	.....	.....	2.81	2.81	.....	2.81
Catasauqua and Fogelsville,	29.50	.....	.....	.....	.....	.....	29.50	29.50	.....	37.15
Catawissa,	96.50	.....	.....	.....	.....	.....	s	.....	.....	.....
Central Pennsylvania and Western,	30.00	1.00	.....	.....	.....	.....	31.00	31.00	.....	31.00
Central Railroad of New Jersey,	72.30	20.92	277.60	19.35	228.39	76.42	694.98	266.94	.....	1,407.22
Central Railroad of Pennsylvania,	27.30	5.30	.....	.....	.....	.....	32.60	32.60	.....	32.60
Central Trunk,	5.26	.....	.....	.....	.....	.....	r	.....	.....	.....
Chartiers,	23.48	.....	.....	.....	.....	.....	v	.....	.....	.....
Chester Creek,	6.69	.....	.....	.....	.....	.....	t	.....	.....	.....
Chester and Delaware River,	5.35	.....	.....	.....	.....	.....	5.35	5.35	.....	10.68
Chestnut Hill,	4.00	.....	.....	.....	.....	.....	s	.....	.....	.....
Clarion River,	12.00	.....	.....	.....	.....	.....	ww	.....	.....	.....
Clearfield and Mahoning,	25.87	.....	.....	.....	.....	.....	e	.....	.....	.....
Clearfield Southern,	7.00	.....	.....	.....	.....	.....	7.00	7.00	.....	8.00
Cleveland and Pittsburg,	201.41	.....	.....	.....	.....	.....	r	.....	.....	.....
Colebrookdale,	12.84	.....	.....	.....	.....	.....	s	.....	.....	.....
Columbia and Port Deposit,	43.21	.....	.....	.....	.....	.....	q	.....	.....	.....
Connecting,	6.75	.....	.....	.....	.....	.....	q	.....	.....	.....
Cornwall,	12.67	.....	.....	.....	.....	.....	12.67	12.67	.....	28.38
Cornwall and Lebanon,	21.66	3.23	.....	.....	.....	.....	24.89	24.89	.....	50.07
Confluence and Oakland,	19.70	.....	.....	.....	.....	.....	b	.....	.....	.....
Coudersport and Port Allegheny,	40.00	5.00	.....	.....	.....	.....	45.00	45.00	.....	53.00
Cresson and Irvona,	26.67	2.87	.....	.....	.....	.....	q	.....	.....	.....
Cumberland Valley,	82.20	.....	.....	.....	80.65	.....	162.85	115.23	.....	237.61
Cumberland Valley and Waynesboro,	17.90	.....	.....	.....	.....	.....	h	.....	.....	.....
Delaware and Hudson,	66.91	11.73	.....	541.38	1.41	39.40	660.83	112.95	.....	1,314.39
Delaware, Lackawanna and Western,	193.99	.....	.89	576.68	.....	26.58	798.14	206.92	.....	1,941.89
Delaware River Railroad and Bridge Co.,	4.82	5.45	.....	.....	.....	.....	e	.....	.....	.....

TABLE D—MILEAGE—Continued.

Name of Company.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.
	Main line.	Branches and spurs.								
Delaware, Susquehanna and Schuylkill,..	30.63	17.03	.....	.41	.....	132.88	180.95	120.95	.....	336.78
Dillsburg and Mechanicsburg, ...	7.70	.....	.....	.....	.....	.....	h	.....	.....	.....
Downingtown and Lancaster, ...	37.58	.....	.....	.....	.....	.....	q	.....	.....	.....
Dunkirk, Allegheny Valley and Pittsburg,*	90.60	.....	.....	.....	.....	.....	90.60	48.30	.....	107.60
Eaglesmere, ...	8.00	.....	.....	.....	.....	.....	xx	.....	.....	.....
East Broad Top, ...	31.10	.....	.....	6.17	7.27	.....	44.62	44.62	.....	53.43
East Mahonoy, ...	10.95	.....	.....	.....	.....	.....	s	.....	.....	.....
East Pennsylvania, ...	35.38	.....	.....	.....	.....	.....	s	.....	.....	.....
Easton and Northern, ...	11.03	1.75	.....	.....	.....	.....	c	.....	.....	.....
Ebensburg and Black Lick, ...	18.93	1.95	.....	.....	.....	.....	q	.....	.....	.....
Eddystone and Delaware River, ...	.70	.40	.....	.....	.....	.....	1.10	1.10	.....	1.10
Elmira and Williamsport, ...	75.50	.....	.....	.....	.....	.....	p	.....	.....	.....
Elk and Highland, ...	15.33	.....	.....	.....	.....	.....	15.33	15.33	.07	17.29
Ellwood Connecting, ...	.68	.....	.....	.....	.....	.....	w	.....	.....	.....
Ellwood Short Line, ...	3.10	.....	.....	.....	.....	.....	x	.....	.....	.....
Emporium and Rich Valley, ...	8.00	5.50	.....	.....	.....	.....	15.50	13.50	.....	13.50
Engleside, ...	.17	.....	.....	.....	.....	.....	q	.....	.....	.....
Erie, ...	446.64	330.35	722.48	348.61	3.02	35.07	1,886.17	503.62	.....	3,721.30
Erie and Pittsburg, ...	81.00	3.47	.....	.....	.....	.....	r	.....	.....	.....
Erie and Wyoming Valley, ...	48.28	29.96	.....	.....	.....	.....	j	.....	.....	.....
Etna and Montrose, ...	2.00	.....	.....	.....	.....	.....	2.00	2.00	.....	2.00
Fair Hill, ...	.78	.....	.....	.....	.....	.....	q	.....	.....	.....
Fairmount, Morgantown and Pittsburg,.	56.60	1.00	.....	.....	.....	.....	b	.....	.....	.....
Fall Brook, ...	101.34	.....	.....	.....	.....	.....	nn	.....	.....	.....
Fayette County, ...	12.66	.....	.....	.....	.....	.....	b	.....	.....	.....
Gettysburg and Harrisburg, ...	34.07	.....	.....	.....	.....	.....	34.07	34.07	.....	38.76

Glenwood,	2.05	.....	.....	.....	.....	.....	b	.....	.....	.....
Hanover and Newport,	3.41	3.40	.....	.....	.....	.....	6.81	6.81	.....	10.34
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	34.49	18.15	.....	.....	.....	.....	q	.....	.....	.....
Hunter's Run and Slate Belt,	5.50	.....	.....	8.00	.....	.....	13.50	13.50	.....	13.87
Huntingdon and Broad Top Mountain,	45.00	19.10	.....	.....	.....	.....	64.10	64.10	.....	86.10
Ironton,	9.75	.....	.....	.....	.....	.25	10.00	10.00	.....	14.50
Jamestown and Franklin,	50.91	.....	.....	.....	.....	.....	k	.....	.....	.....
Jefferson,	36.51	8.18	.....	.....	.....	.....	j	.....	.....	.....
Johnsonburg,	19.69	.....	.....	.....	.....	.....	q	.....	.....	.....
Johnsonburg and Bradford,	19.60	.....	.....	.....	.....	.....	e	.....	.....	.....
Johnstown and Stony Creek,	2.44	.....	.....	.....	.....	.....	2.44	2.44	.....	2.44
Junction,	3.62	.....	.....	.....	.....	.....	t	.....	.....	.....
Kane and Elk,	6.00	4.00	.....	.....	.....	.....	10.00	10.00	.....	11.00
Keating and Smethport,	.50	.....	.....	.....	.....	.....	.50	.50	.....	.50
Kensington and Tacony,	5.13	1.77	.....	.....	.....	.....	q	.....	.....	.....
Kersey,	9.56	.....	.....	.....	.....	.....	ww	.....	.....	.....
Kinzua and Tiona,	9.00	.....	.....	.....	.....	.....	9.00	9.00	.....	12.00
Kinzua Hemlock,	8.50	.50	.....	.....	.....	.....	n	.....	.....	.....
Kinzua Valley,	10.00	.....	.....	.....	.....	.....	q	.....	.....	.....
Kishacoquillas Valley,	9.20	.....	.....	.....	.....	.30	9.50	9.50	.....	9.80
Kushequa,	10.17	2.44	.....	.....	.....	.....	n	.....	.....	.....
Lackawanna and Montrose,	10.48	.....	.....	.....	.....	.....	10.48	10.48	.....	11.79
Lancaster, Oxford and Southern,	20.00	.....	.....	.....	.....	.....	20.00	20.00	.....	20.00
Lancaster and Reading,	15.21	.....	.....	.....	.....	.....	q	.....	.....	.....
Lake Shore and Michigan Southern,	540.04	320.49	231.33	319.30	.....	.....	1,411.16	102.49	.....	2,744.17
Leetonia,	8.26	5.52	.....	.....	.....	.....	13.78	13.78	3.26	15.54
Lehigh and Lackawanna,	25.39	.....	.....	.....	.....	.....	g	.....	.....	.....
Lehigh and New England,	55.62	.80	8.08	.....	.....	.....	64.50	35.54	.....	64.50
Lehigh and Susquehanna,	105.33	58.43	.....	.....	.....	.....	g	.....	.....	.....
Lewisburg and Buffalo Valley,	15.00	.....	.....	.....	.....	.....	15.00	15.00	.....	15.00
Lehigh Valley,	232.29	85.38	871.22	139.43	3.82	55.24	1,387 38	629.41	2.06	2,905.48
Lewisburg and Tyrone,	77.74	7.38	.....	.....	.....	.....	q	.....	.....	.....
Ligonier Valley,	11.00	.....	.....	.....	.....	.....	11.00	11.00	.....	17.03
Little Schuylkill Navigation,	28.10	3.00	.....	.....	.....	.....	s	.....	.....	.....
Loyalsock,	30.80	4.48	.....	.....	.....	.....	m	.....	.....	.....
Lykens Valley,	19.70	.....	.....	.....	.....	.....	p	.....	.....	.....
McKeesport Connecting,	.58	.....	.....	.....	.....	.....	.58	.58	.....	1.08
McKeesport Terminal,	.51	.....	.....	.....	.....	.....	.51	.51	.....	.75
Mahoning Valley,	1.89	.....	.....	.....	.....	.....	e	.....	.....	.....
Mahoning State Line,	3.16	.....	.....	.....	.....	.....	w	.....	.....	.....
Maryland and Pennsylvania,	85.20	.....	.....	.....	.....	.....	85.20	42.30	.....	91.31
Meadville, Coneaut Lake and Linesville,	21.50	2.40	.....	.....	.....	.....	cc	.....	.....	.....
Mead Run,	10.11	.....	.....	.....	.....	.....	n	.....	.....	.....
Medix Run,	8.00	.50	.....	.....	.....	.....	8.50	8.50	.....	9.50

TABLE D—MILEAGE—Continued.

Name of Company.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.
	Main line.	Branches and spurs.								
Middletown and Hummelstown,	6.35	.....	.....	.....	.....	.....	6.35	6.35	.....	8.91
Mill Creek and Mine Hill,	3.81	.....	.....	.....	.....	.....	s	.....	.....	.....
Millersburg,	1.39	.....	.....	.....	.....	.....	rr	.....	.....	.....
Mine Hill and Schuylkill Haven,	51.80	.....	.....	.....	.....	.....	s	.....	.....	.....
Mohnsville and Adamstown,	8.00	.....	.....	.....	.....	.....	8.00	8.00	.....	8.00
Monongahela Connecting,	.85	4.41	.....	.....	.....	.....	5.26	5.26	.....	30.30
Monongahela and Washington,	11.06	.....	.....	.....	.....	.....	q	.....	.....	.....
Mont Alto,	17.90	.....	.....	.....	.....	.....	h	.....	.....	.....
Montour,	13.00	.....	.....	.....	.....	.....	13.00	13.00	.....	18.00
Montrose,	27.22	.....	.....	.....	.....	.....	m	.....	.....	.....
Moosic Mountain and Carbondale,	4.21	.....	.....	.....	.....	.....	t	.....	.....	.....
Mount Carbon and Port Carbon,	2.50	.....	.....	.....	.....	.....	s	.....	.....	.....
Mount Carmel and Natalie,	7.50	.....	.....	.....	.....	.....	s	.....	.....	.....
Mount Jewett, Kinzua and Riterville,	6.17	1.80	.....	.....	39.89	.....	47.86	47.86	1.13	51.27
Mount Penn Gravity,	8.00	.....	.....	.....	.....	.....	8.00	8.00	.....	24.00
Mount Pleasant and Broadford,	9.70	.....	.....	.....	.....	.....	b	.....	.....	.....
Mount Pleasant and Latrobe,	1.06	.....	.....	.....	.....	.....	1.06	1.06	.....	1.06
Nesquehoning Valley,	16.66	.....	.....	.....	.....	.....	g	.....	.....	.....
Neversink Mountain,	8.00	.....	.....	.....	.....	.....	8.00	8.00	.....	8.00
New Castle and Beaver Valley,	14.98	.....	.....	.....	.....	.....	r	.....	.....	.....
New Castle and Butler,	2.00	.50	.....	.....	.....	.....	2.50	2.50	.....	2.50
New Haven and Dunbar,	5.25	.....	.....	.....	.....	.....	5.25	5.25	.....	10.50
Newport and Sherman's Valley,	28.50	.....	.....	.....	.....	.....	28.50	28.50	.....	30.67
New York Central and Hudson River,	441.75	377.70	.....	2,009.53	.....	134.16	2,963.14	408.29	.....	6,209.41
New York, Chicago and St. Louis,	494.72	14.98	.....	17.80	.....	10.50	538.00	45.43	.....	740.14
New York, Lake Erie and Western Coal,	31.05	17.50	.....	.....	.....	.....	j	.....	.....	.....

New York, Lackawanna and Western, of Pennsylvania,	6.38	.....	.....	.....	.....	.....	l	.....	.....	.....
New York, Ontario and Western,	271.75	47.02	.....	54.57	54.05	53.07	480.46	51.14	.....	237.03
New York and Pennsylvania,	51.70	.....	.....	.....	.....	.....	51.70	24.60	4.80	58.25
New York, Susquehanna and Western,	121.50	13.44	.....	13.65	.....	2.55	151.14	7.19	.....	239.16
Nittany Valley,	4.75	.....	.....	.....	.....	.....	4.75	4.75	.....	4.75
Norristown Junction,	.37	.....	.....	.....	.....	.....	s	.....	.....	.....
Northern Central,	136.82	11.42	.....	113.92	118.90	.....	381.06	230.74	1.55	744.88
North Bend and Kettle Creek,	16.80	15.50	.....	.....	.....	.....	32.30	32.30	.....	32.30
North East Pennsylvania,	25.64	.....	.....	.....	.....	.....	25.64	25.64	.....	31.46
Northern Liberties,	.67	.....	.....	.....	.....	.....	.67	.67	.....	..67
North Pennsylvania,	86.40	.....	.....	.....	.....	.....	s	.....	.....	.....
Nypano,	92.40	33.78	.....	.....	.....	.....	j	.....	.....	.....
Ohio and Baltimore Short Line,	9.30	.....	.....	.....	.....	.....	b	.....	.....	.....
Ohio Connecting,	2.75	.52	.....	.....	.....	.....	v	.....	.....	.....
Ohio River Junction,	3.00	.....	.....	.....	.....	.....	3.00	3.00	.....	3.40
Ontario, Carbondale and Scranton,	53.66	.....	.....	.....	.....	.....	o	.....	.....	.....
Pennsylvania,	329.01	238.37	.....	‡602.82	2,502 30	.....	3,672.50	2,912.82	58.71	7,554.30
Pennsylvania Company,	.....	.....	22.79	768.00	568.27	46.56	1,395.62	278.47	.....	2,650.57
Pennsylvania and New York Canal and Railroad,	98.97	39.69	.....	.....	.....	.....	m	.....	.....	.....
Pennsylvania and North Western,	61.43	14.40	1.39	.....	.....	.....	77.22	77.22	.....	143.19
People's,	4.40	.....	.....	.....	.....	.....	4.40	4.40	.....	4.40
Perkiomen,	38.33	.....	.....	.....	.....	.....	38.33	38.33	.....	50.30
Perry County,	22.60	.....	.....	.....	.....	.....	22.60	22.60	.....	22.60
Philadelphia and Baltimore Central,	72.05	1.63	.....	.....	.....	.....	t	.....	.....	.....
Philadelphia Belt Line,	2.66	1.14	.....	.....	.....	2.00	5.80	5.80	.....	6.38
Philadelphia, Bustleton and Trenton,	3.55	.....	.....	.....	.....	.....	q	.....	.....	.....
Philadelphia and Chester Valley,	21.49	.....	.....	.....	.....	.....	21.49	21.49	.....	25.27
Philadelphia and Delaware County,	9.93	1.96	.....	.....	.....	.....	q	.....	.....	.....
Philadelphia and Erie,	287.56	17.24	.....	.....	.....	.....	q	.....	.....	.....
Philadelphia and Frankford,	2.59	.....	.....	.....	.....	.....	s	.....	.....	.....
Philadelphia, Germantown and Chestnut Hill,	6.75	7.12	.....	.....	.....	.....	q	.....	.....	.....
Philadelphia, Germantown and Norristown,	6.40	14.20	.....	.....	.....	.....	s	.....	.....	.....
Philadelphia, Harrisburg and Pittsburg,	47.17	.....	.....	.....	.....	.....	s	.....	.....	.....
Philadelphia, Newtown and New York,	21.70	.....	.....	.....	.....	.....	21.70	21.70	.....	25.12
Philadelphia and Reading,	98.47	267.08	.....	637.35	.....	.....	1,002.90	945.05	.....	2,359.72
Philadelphia and Reading Terminal,	1.30	.....	.....	.....	.....	.....	s	.....	.....	.....
Philadelphia and Trenton,	26.90	.....	.....	.....	.....	.....	q	.....	.....	.....
Philadelphia, Wilmington and Baltimore,	94.65	22.72	.....	3.62	582.90	.....	703.89	109.72	.....	1,169.69
Pickering Valley,	11.21	.....	.....	.....	.....	.....	s	.....	.....	.....
Pine Creek,	74.80	.....	.....	.....	.....	.....	nn	.....	.....	.....
Pittsburg, Allegheny and McKees Rocks,	1.50	.....	.....	.....	.....	.....	1.50	1.50	.....	1.50

TABLE D—MILEAGE—Continued.

Name of Company.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.
	Main line.	Branches and spurs.								
Pittsburg, Bessemer and Lake Erie,	228.74	.....	.....	.....	.....	.....	cc	.....	.....	.....
Pittsburg and Allegheny River,	2.00	.....	.....	.....	.....	.....	2.00	2.00	.....	2.00
Pittsburg and Castle Shannon,	6.50	.....	.....	.....	.....	.....	6.50	6.50	.....	9.50
Pittsburg, Chartiers and Youghiogheny,	18.34	.....	.....	.....	.....	1.40	19.74	19.74	1.43	34.99
Pittsburg, Cincinnati, Chicago and St. Louis,	942.18	152.85	.....	195.72	57.14	59.47	1,407.36	70.72	.....	2,427.09
Pittsburg and Connellsville,	144.40	2.10	.....	.....	.....	.....	b	.....	.....	.....
Pittsburg and Eastern,	13.11	.35	.....	.....	.....	.....	nn	.....	.....	.....
Pittsburg, Fort Wayne and Chicago,	468.32	1.57	.....	.....	.....	.....	r	.....	.....	.....
Pittsburg, Johnstown, Ebensburg and Eastern,	15.86	1.08	.....	15.00	.....	.....	31.94	31.94	.....	35.31
Pittsburg Junction,	4.47	2.45	.....	.....	.....	.....	6.92	6.92	.....	24.56
Pittsburg and Lake Erie,	68.00	3.31	3.16	104.40	1.92	.....	180.79	169.57	.70	557.32
Pittsburg, Lisbon and Western,	25.00	.....	.....	.....	3.00	.....	28.00	28.00	.....	31.00
Pittsburg, McKeesport and Youghiogheny,	36.96	14.53	.....	.....	.....	.....	w	.....	.....	.....
Pittsburg and Moon Run,	5.00	.....	.....	.....	.....	.....	5.00	5.00	.....	7.00
Pittsburg and Northern,	3.30	.....	.....	.....	.....	.....	3.30	3.30	.....	3.40
Pittsburg and Ohio Valley,	12.18	.....	.....	.....	.....	.....	12.18	12.18	.....	12.18
Pittsburg, Shawmut and Northern,*	121.89	.....	.....	31.69	.....	8.82	162.40	99.66	7.45	196.75
Pittsburg, Virginia and Charleston,	53.20	37.49	.....	.....	.....	.....	q	.....	.....	.....
Pittsburg and Western,	201.83	12.35	6.40	.....	130.10	.....	350.68	230.40	.....	549.95
Pittsburg, Youngstown and Ashtabula,	99.00	26.09	.....	.....	.....	.....	r	.....	.....	.....
Plymouth,	8.90	.....	.....	.....	.....	.....	s	.....	.....	.....
Pomeroy and Newark,	26.70	.....	.....	.....	.....	.....	q	.....	.....	.....
Quakertown and Eastern,	13.30	.....	.....	.....	.....	.....	13.30	13.30	.....	15.30

STATION AT YORK, PA.

Northern Central Railroad Company.

PARTIAL CONTENTS

Reading and Columbia,	39.60	13.77	6.36	.....	.....	.....	59.73	59.73	.....	74.58
Reading, Marietta and Hanover,	6.36	.....	.....	.....	.....	.....	y	.....	.....	.....
Reynoldsville and Falls Creek,	10.37	10.63	.....	.....	.....	.....	21.00	21.00	.....	36.89
Ridgway and Clearfield,	27.23	.....	.....	.....	.....	.....	q	.....	.....	.....
River Front,	3.62	1 00	.....	.....	.....	.....	q	.....	.....	.....
Rochester, Beaver Falls and Western,	.55	.....	.....	.....	.....	.....	r	.....	.....	.....
Rupert and Bloomsburg,	1.57	.....	.....	.....	.....	.....	1.57	1.57	.....	2.28
Salisbury,	9.10	7.50	.....	.....	.....	.....	b	.....	.....	.....
Scalp Level,	16.57	8.12	.....	.....	.....	.....	q	.....	.....	.....
Schuylkill and Juniata,	232.61	57.32	.....	.....	.....	.....	q	.....	.....	.....
Schuylkill and Lehigh,	43.98	.....	.....	.....	.....	.....	s	.....	.....	.....
Schuylkill and Lehigh Valley,	39.80	1.88	.....	.....	.....	.....	m.	.....	.....	.....
Schuylkill River, East Side,	11.00	.....	.....	.....	.....	.....	b	.....	.....	.....
Schuylkill Valley Navigation Railroad,	10.96	.....	.....	.....	.....	.....	s	.....	.....	.....
Scranton and Spring Brook,	9.00	.....	.....	.....	.....	.....	9.00	9.00	.....	9.00
Scottdale Connecting,	1.00	.....	.....	.....	.....	.....	1.00	1.00	.....	1.50
Shamokin, Sunbury and Lewisburg,	31.29	.....	.....	.....	.....	.....	s	.....	.....	.....
Shamokin Valley and Pottsville,	27.30	11.12	.....	.....	.....	.....	p	.....	.....	.....
Sharon,	7.93	25.14	.....	.....	.....	.....	j	.....	.....	.....
Sharpsville,	17.00	.75	.....	.....	.....	.....	17.75	17.75	.....	21.00
Shenango Valley,	1.95	.....	.....	.....	.....	.....	k	.....	.....	.....
Sheffield and Tionesta,	34.00	.....	.....	.....	.....	.....	34.00	34.00	.....	34.00
Slack Water Connecting,	1.00	.....	.....	.....	.....	.....	bb	.....	.....	.....
Slate Run,	13.00	2.00	.....	.....	.....	.....	15.00	15.00	.....	15.00
Smethport,	7.04	1.13	.....	.....	.....	.....	n	.....	.....	.....
Smithfield and Masontown,	7.91	.....	.....	.....	.....	.....	b	.....	.....	.....
Somerset and Cambria,	45.10	.....	.....	.....	.....	.....	b	.....	.....	.....
South Branch,	5.67	.....	.....	.....	.....	2.33	8.00	8.00	.....	9.20
South Chester,	2.72	1.04	.....	.....	.....	.....	t	.....	.....	.....
South Easton and Philipsburg,	.70	.....	.....	.....	.....	.....	g	.....	.....	.....
South Fork,	8.12	4.05	.....	.....	.....	.....	q	.....	.....	.....
South Shore,	1.50	.....	.....	.....	.....	.....	1.50	1.50	.....	1.50
South West Pennsylvania,	44.79	85.20	.....	.....	.....	.....	q	.....	.....	.....
South West Connecting,	2.50	.....	.....	.....	.....	.....	2.50	2.50	.....	2.50
Southern Pennsylvania Railway and Mining Company,	21.40	.....	.....	.....	.....	.....	h	.....	.....	.....
State Line and Sullivan,	24.00	.....	.....	.....	.....	.....	m	.....	.....	.....
Stewart,	.32	.....	.....	.....	.....	.....	k	.....	.....	.....
Stewartstown,	7.20	.....	.....	.....	.....	.....	7.20	7.20	.....	7.20
Stony Creek,	10.07	.....	.....	.....	.....	.....	10.07	10.07	.....	13.49
Susquehanna and Buffalo,	1.50	1.00	....	....	....	....	2.50	2.50	1.00	2.50
Susquehanna Connecting,	7.62	13.77	.....	.....	.....	.....	aa	.....	.....	.....
Tamaqua, Hazleton and Northern,	9.91	.....	.....	.....	.....	.....	9.91	9.91	.....	11.34
Tioga,	42.83	3.56	.....	.....	.....	.....	j	.....	.....	.....
Tionesta Valley,	58.00	16.30	.....	.....	.....	.....	74.30	74.30	.....	87.09

TABLE D—MILEAGE—Continued.

Name of Company.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.
	Main line.	Branches and spurs.								
Tionesta Valley and Hickory,	5.00	.....	.....	.....	.....	.....	yy	.....	.....	.....
Trenton Cut-off,	45.64	.....	.....	.....	.....	.....	q	.....	.....	.....
Trenton-Delaware Bridge Company,	.19	.....	.....	.....	.....	.....	q	.....	.....	.....
Tresckow,	7.60	.....	.....	.....	.....	.....	g	.....	.....	.....
Tuscarora Valley,	27.00	.....	.....	.....	.....	.....	27.00	27.00	.....	27.00
Tyrone and Clearfield,	49.63	86.45	.....	.....	.....	.....	q	.....	.....	.....
Union,	6.41	10.57	.95	1.00	6.93	.....	25.86	25.86	.....	91.71
Ursini and North Fork,	5.00	.....	.....	.....	.....	.....	5.00	5.00	1.00	5.00
Valley Connecting,	.59	.27	.....	.....	.....	.....	.86	.86	.....	.86
Washington and Franklin,	19.10	.....	.....	.....	.....	.....	z	.....	.....	.....
Washington Run,	3.00	1.00	.....	.....	.....	.....	4.00	4.00	.....	7.00
Waynesburg and Washington,	28.15	.....	.....	.....	.....	.....	28.15	28.15	.....	31.27
West Chester,	5.22	.....	.....	.....	.....	.....	q	.....	.....	.....
West Clarion,	1.99	.....	.....	.....	.....	.....	j	.....	.....	.....
Western Maryland,	90.69	2.00	.....	67.50	.....	2.70	162.89	45.37	4.73	213.80
Western New York and Pennsylvania,	364.94	55.00	154.15	2.30	.....	.....	q	.....	.....	.....
Western Pennsylvania,	70.67	66.84	.....	.....	.....	.....	q	.....	.....	.....
West Side Belt,	3.00	.....	.....	.....	.....	.....	3.00	3.00	.....	4.50
Wheeling, Pittsburg and Baltimore,	60.23	.....	.....	.....	.....	.....	b	.....	.....	.....
Wilkes-Barre and Eastern,	65.00	21.85	.....	.....	.....	.....	86.85	86.85	.....	109.26
Wilkes-Barre and Harvey's Lake,	14.06	1.12	.....	.....	.....	.....	m	.....	.....	.....
Wilkes-Barre and Scranton,	4.37	.....	.....	.....	.....	.....	g	.....	.....	.....
Williamsport and North Branch,	44.40	.60	.....	8.00	.....	.....	53.00	53.00	.....	64.82
Williams Valley,	12.00	.....	.....	.....	.....	.....	12.00	12.00	.....	12.00
Wilmington and Northern,	71.50	16.91	.....	.....	.....	.....	s	.....	.....	.....
Wind Gap and Delaware,	9.96	.....	.....	.....	.....	.....	g	.....	.....	.....
York, Hanover and Frederick,	55.65	.....	.....	.....	.....	.....	q	.....	.....	.....

York Southern,	.....	.....	.....	.....	.....	.....	§	.....	.....	.....
Youghiogheny, Northern,	2.05	.....	.....	.....	.....	.....	w	.....	.....	.....
Youghiogheny and Wick Haven,	.50	.....	.....	.....	.....	.....	.50	.50	.....	1.25
Total,	15,437.85	3,331.08	3,469.52	6,789.76	4,388.10	831.35	26,975.86	10,697.68	101.67	50,464.87

a Indicates that road is operated by the Baltimore and Harrisburg Railway Company, in whose report mileage is included.
b Indicates that road is operated by the Baltimore and Ohio Railroad Company, in whose report mileage is included.
c Indicates that road is operated by the Bangor and Portland Railway Company, in whose report mileage is included.
cc Indicates that road is operated by the Bessemer and Lake Erie Railroad Company, in whose report mileage is included.
d Indicates that road is operated by the Bradofrd, Bordell and Kinzua Railroad Company, in whose report mileage is included.
e Indicates that road is operated by the Buffalo, Rochester and Pittsburg Railroad Company, in whose report mileage is included.
f Indicates that road is operated by the Buffalo and Susquehanna Railroad Company, in whose report mileage is included.
g Indicates that road is operated by the Central Railroad of New Jersey, in whose report mileage is included.
h Indicates that road is operated by the Cumberland Valley Railroad Company, in whose report mileage is included.
i Indicates that road is operated by the Delaware, Lackawanna and Western Railroad Co., in whose report mileage is included.
j Indicates that road is operated by the Erie Railroad Company, in whose report mileage is included.
k Indicates that road is operated by the Lake Shore and Michigan Southern Railroad Company, in whose report mileage is included.
l Indicates that road is operated by the Lehigh and Hudson River Railroad Company, in whose report mileage is included.
m Indicates that road is operated by the Lehigh Valley Railroad Company, in whose report mileage is included.
n Indicates that road is operated by the Mt. Jewett, Kinzua and Riterville Railroad Company, in whose report mileage is included.
nn Indicates that road is operated by the New York Central and Hudson River Railroad Co., in whose report mileage is included.
o Indicates that road is operated by the New York, Ontario and Western Railway Company, in whose report mileage is included.
u Indicates that road is operated by the Northern Central Railroad Company, in whose report mileage is included.
q Indicates that road is operated by the Pennsylvania Railroad Company, in whose report mileage is included.
rr Indicates that road is operated by the Pennsylvania and Northwestern Railroad Company, in whose report mileage is included.
s Indicates that road is operated by the Philadelphia and Reading Railway Company, in whose report mileage is included.
t Indicates that road is operated by the Philadelphia, Wilmington and Baltimore Railroad Co., in whose report mileage is included.
u Indicates that road is operated by the Pittsburg, Bessemer and Lake Erie Railroad Company, in whose report mileage is included.
v Indicates that road is operated by the Pittsburg, Cincinnati, Chicago and St. Louis Ry. Co., in whose report mileage is included.
vv Indicates that road is operated by the Pittsburg, Johnstown, Ebensburg and Eastern Ry. Co., in whose report mileage is included.
w Indicates that road is operated by the Pittsburg and Lake Erie Railroad Company, in whose report mileage is included.
ww Indicates that road is operated by the Pittsburg, Shawmut and Northern Railroad Company, in whose report mileage is included.
x Indicates that road is operated by the Pittsburg and Western Railroad Company, in whose report mileage is included.
y Indicates that road is operated by the Reading and Columbia Railroad Company, in whose report mileage is included.
yy Indicates that road is operated by the Sheffield and Tionesta Railroad Company, in whose report mileage is included.
z Indicates that road is operated by the Western Maryland Railroad Company, in whose report mileage is included.
zz Indicates that road is operated by the Williamsport and North Branch Railway Company, in whose report mileage is included.
aa Indicates that road is operated by the Wilkes-Barre and Eastern Railroad Company, in whose report mileage is included.
bb Indicates that road is operated by the Union Railway Company, in whose report mileage is included.
†Lessee's report.
‡Hudson ferries not included.
§See report Maryland and Pennsylvania Railroad Company.

TABLE E—EQUIPMENT AND PERSONS EMPLOYED.

Name of Company.	Number of locomotives in service.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's service.	Total number of cars in service.	Total number of employes.	Total yearly compensation.
Allegheny Junction,	1	.....	.....	.....	.....	11	$3,828
Allegheny and South Side,	2	.....	.....	.....	.....	21	9,957
Allegheny Valley h,	.....	.....	.....	.....	.....	.....	118,562
Allentown Terminal,	.....	.....	.....	.....	.....	4	.....
Bald Eagle Valley,	.....	.....	.....	.....	.....	7	600
Baltimore and Harrisburg,	12	9	78	8	95	288	112,674
Baltimore and Ohio,	1,144	693	54,343	1,622	56,658	37,788	19,180,939
Bangor and Portland,	7	9	18	3	30	242	79,772
Barclay,	3	3	21	2	26	46	17,641
Bare Rock,	1	1	7	.....	8	2	1,160
Bedford and Bridgeport,	.....	.....	.....	.....	.....	6	.....
Bellefonte Central,	3	9	25	.....	34	43	17,712
Berlin Branch,	.....	.....	.....	.....	.....	12	3,073
Bessemer and Lake Erie,	75	39	6,781	128	6,948	e 1,958	264,575
Big Level and Kinzua,	.....	.....	.....	.....	.....	4	.....
Bloomsburg and Sullivan,	4	8	1	1	10	47	22,430
Bradford, Bordell and Kinzua,	7	11	144	6	161	78	41,622
Bradford and Western Pennsylvania,	2	1	49	.....	50	58	3,279
Brownstone and Middletown,	4	3	6	28	37	22	6,382
Buffalo, Rochester and Pittsburg,	177	79	10,050	309	10,438	3,315	2,156,319
Buffalo and Susquehanna,	22	16	978	10	1,004	528	300,036
Bustleton,	.....	.....	.....	.....	.....	3	.....
Cambria and Clearfield,	.....	.....	.....	.....	.....	6	.....
Cammal and Black Forest,	2	3	39	.....	42	44	17,148
Catasauqua and Fogelsville,	5	6	8	.....	14	44	18,297
Catawissa,	.....	.....	.....	.....	.....	3	7,840

Central Pennsylvania and Western,	2	1	.....	.....	1	33	13,905
Central Railroad of New Jersey,	405	483	17,699	584	18,766	8,378	5,401,422
Central Railroad of Pennsylvania,	3	6	9	2	17	55	31,170
Chartiers,	.....	.....	.....	.....	.....	5	.....
Chester Creek,	.....	.....	.....	.....	.....	3	.....
Chester and Delaware River,	.....	.....	.....	.....	.....	35	20,142
Chestnut Hill,	.....	.....	.....	.....	.....	2	300
Clearfield and Mahoning,	.....	.....	.....	.....	.....	5	.....
Clearfield and Southern,	1	1	.....	.....	1	10	4,550
Cleveland and Pittsburg,	.....	.....	.....	.....	.....	5	7,500
Colebrookdale,	.....	.....	.....	.....	.....	4	.....
Columbia and Port Deposit,	.....	.....	.....	.....	.....	3	.....
Connecting,	.....	.....	.....	.....	.....	7	.....
Cornwall,	5	9	27	9	45	84	37,140
Cornwall and Lebanon,	11	17	515	8	540	216	87,130
Coudersport and Port Allegheny,	3	5	56	1	62	69	37,745
Cresson and Irvona,	.....	.....	.....	.....	.....	6	.....
Cumberland Valley,	33	63	663	84	810	888	457,209
Delaware and Hudson,	323	392	12,650	209	13,251	6,510	3,585,850
Delaware, Lackawanna and Western,	614	732	27,118	934	28,784	16,195	8,092,281
Delaware River Railroad and Bridge Company,	.....	.....	.....	.....	.....	6	.....
Delaware, Susquehanna and Schuylkill,	23	3	1,510	18	1,531	242	186,433
Downingtown and Lancaster,	.....	.....	.....	.....	.....	3	.....
Dunkirk, Allegheny Valley and Pittsburg,*	11	16	17	8	41	187	102,873
East Broad Top,	7	13	302	8	323	122	49,144
East Mahanoy,	.....	.....	.....	.....	.....	4	.....
East Pennsylvania,	.....	.....	.....	.....	.....	4	.....
Ebensburg and Black Lick,	.....	.....	.....	.....	.....	6	.....
Eddystone and Delaware River,	1	.....	.....	1	1	6	2,173
Elmira and Williamsport,	.....	.....	.....	.....	.....	2	3,200
Elk and Highland,	3	1	41	3	45	34	13,457
Emporium and Rich Valley,	1	1	56	.....	57	23	3,069
Engleside,	.....	.....	.....	.....	.....	2	.....
Erie,	1,040	892	48,926	714	50,532	27,182	14,623,841
Erie and Pittsburg,	.....	.....	.....	.....	.....	2	850
Erie and Wyoming Valley,	.....	.....	.....	.....	.....	488	192,035
Etna and Montrose,	3	.....	33	.....	33	50	28,051
Gettysburg and Harrisburg,	3	12	.....	.....	12	75	30,230
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	.....	.....	.....	.....	.....	5	1,700
Hunter's Run and Slate Belt,	2	3	.....	4	7	21	6,160
Huntingdon and Broad Top Mountain,	22	10	2,988	38	3,036	441	223,882
Ironton,	4	1	6	1	8	50	27,504
Jamestown and Franklin,	.....	.....	.....	.....	.....	2	600
Johnsonburg,	.....	.....	.....	.....	.....	2	.....
Johnsonburg and Bradford,	.....	.....	.....	.....	.....	3	.....

TABLE E—EQUIPMENT AND PERSONS EMPLOYED—Continued.

Name of Company.	Number of locomotives in service.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's service.	Total number of cars in service.	Total number of employes.	Total yearly compensation.
Johnstown and Stony Creek,	2	2	28	.....	30	9	3,746
Junction,	.....	.....	.....	.....	.....	9	3,000
Kane and Elk,	2	.....	28	2	30	17	4,865
Keating and Smethport,	1	.....	.....	.....	.....	.....	.....
Kensington and Tacony,	.....	.....	.....	.....	.....	3	.....
Kinzua and Tiona,	3	.....	22	.....	22	18	8,972
Kinzua Hemlock,	2	4	28	.....	32	5	.....
Kinzua Valley,	.....	.....	.....	.....	.....	4	.....
Kishacoquillas Valley,	2	2	2	.....	4	20	4,995
Kushequa,	4	4	54	.....	58	.....	.....
Lackawanna and Montrose,	.....	.....	.....	.....	.....	19	10,381
Lancaster, Oxford and Southern,	2	3	21	.....	24	26	10,785
Lancaster and Reading,	.....	.....	.....	.....	.....	6	.....
Lake Shore and Michigan Southern,	542	431	22,252	695	23,378	16,344	10,014,659
Leetonia,	2	.....	3	.....	3	34	7,879
Lehigh and Lackawanna,	.....	.....	.....	.....	.....	4	.....
Lehigh and New England,	4	2	22	.....	24	88	42,164
Lehigh Valley,	763	473	34,889	1,087	36,449	17,576	9,338,924
Lewisburg and Tyrone,	.....	.....	.....	.....	.....	3	.....
Ligonier Valley,	3	8	10	2	20	61	27,694
Little Schuylkill Navigation,	.....	.....	.....	.....	.....	2	3,200
Lykens Valley,	.....	.....	.....	.....	.....	4	1,200
McKeesport Connecting,	5	.....	56	.....	56	74	51,204
McKeesport Terminal,	1	.....	9	.....	9	12	3,614
Mahoning Valley,	.....	.....	.....	.....	.....	4	.....
Maryland and Pennsylvania,	6	22	107	2	131	b 317	39,574

Meadville, Conneaut Lake and Linesville,	.....	.....	.....	.....	.....	2	.....
Mead Run,	.....	.....	20	.....	20	.....	.....
Medix Run,	2	.....	24	.....	24	9	1,539
Middletown and Hummelstown,	.....	.....	.....	.....	.....	16	4,967
Mill Creek and Mine Hill,	.....	.....	.....	.....	.....	4	.....
Millersburg,	.....	.....	.....	.....	.....	3	.....
Mine Hill and Schuylkill Haven,	.....	.....	.....	.....	.....	4	4,300
Mohnsville and Adamstown,	2	3	.....	.....	3	11	2,618
Monongahela Connecting,	20	.....	26	10	36	477	321,106
Monongahela and Washington,	.....	.....	.....	.....	.....	6	.....
Montour,	5	3	111	.....	114	83	37,301
Mount Carbon and Port Carbon,	.....	.....	.....	.....	.....	4	.....
Mount Jewett, Kinzua and Riterville d,	.....	.....	.....	.....	.....	132	46,868
Mount Penn Gravity,	1	9	1	2	12	18	4,022
Mount Pleasant and Latrobe,	1	.....	.....	.....	.....	10	2,326
Nesquehoning Valley,	.....	.....	.....	.....	.....	4	500
Neversink Mountain,	.....	.....	.....	.....	.....	13	3,250
New Castle and Beaver Valley,	.....	.....	.....	.....	.....	5	.....
New Castle and Butler,	2	.....	82	.....	82	8	4,666
New Haven and Dunbar,	4	.....	37	1	38	40	22,358
Newport and Sherman's Valley,	2	10	89	.....	99	.....	.....
New York Central and Hudson River,	1,355	1,589	57,116	1,643	60,348	35,670	22,204,049
New York, Chicago and St. Louis,	164	75	7,489	131	7,695	4,022	2,667,312
New York, Ontario and Western,	140	144	6,881	153	7,178	3,025	1,805 302
New York and Pennsylvania,	4	3	33	.....	36	108	34,956
New York, Susquehanna and Western,	73	85	3,349	38	3,472	1,030	524,559
Nittany Valley,	3	.....	10	.....	10	17	802
Norristown Junction,	.....	.....	.....	.....	.....	4	.....
Northern Central,	191	160	9,806	431	10,397	5,839	3,206,238
North Bend and Kettle Creek,	2	3	85	2	90	27	13,256
North East Pennsylvania,	.....	.....	.....	.....	.....	81	37,299
Northern Liberties,	2	.....	.....	.....	.....	32	22,448
Ohio Connecting,	.....	.....	.....	.....	.....	5	.....
Ohio River Junction,	1	.....	.....	.....	.....	13	2,175
Ontario, Carbondale and Scranton,	.....	.....	.....	.....	.....	3	2,933
Pennsylvania,	2,141	1,935	95,724	5,080	102,739	72,193	41,856,462
Pennsylvania Company,	553	489	44,983	378	45,850	18,484	10,344,177
Pennsylvania and North Western,	42	11	767	24	802	524	258,272
Perkiomen,	.....	.....	.....	1	1	175	99,290
Perry County,	3	2	5	.....	7	.....	6,889
Philadelphia and Baltimore Central,	.....	.....	.....	.....	.....	5	2,500
Philadelphia Belt Line,	.....	.....	.....	.....	.....	11	6,363
Philadelphia, Bustleton and Trenton,	.....	.....	.....	.....	.....	6	.....
Philadelphia and Chester Valley,	.....	.....	.....	.....	.....	33	16,057
Philadelphia and Delaware County,	.....	.....	.....	.....	.....	6	.....

TABLE E—EQUIPMENT AND PERSONS EMPLOYED—Continued.

Name of Company.	Number of locomotives in service.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's service.	Total number of cars in service.	Total number of employes.	Total yearly compensation.
Philadelphia and Erie,	.....	.....	.....	.....	.....	2	7,000
Philadelphia and Frankford,	.....	.....	.....	.....	.....	4	.....
Philadelphia, Germantown and Chestnut Hill,	.....	.....	.....	.....	.....	6	.....
Philadelphia, Germantown and Norristown,	.....	.....	.....	.....	.....	3	4,300
Philadelphia, Harrisburg and Pittsburg,	.....	.....	.....	.....	.....	4	.....
Philadelphia, Newtown and New York,	.....	.....	.....	.....	.....	77	42,327
Philadelphia and Reading,	878	803	34,189	951	35,943	17,884	10,529,795
Philadelphia and Reading Terminal,	.....	.....	.....	.....	.....	4	.....
Philadelphia and Trenton,	.....	.....	.....	.....	.....	3	.....
Philadelphia, Wilmington and Baltimore,	229	391	3,903	584	4,878	7,767	4,209,996
Pickering Valley,	.....	.....	.....	.....	.....	4	.....
Pittsburg, Allegheny and McKees Rocks,	5	.....	26	.....	26	.....	53,144
Pittsburg, Bessemer and Lake Erie,	.....	.....	.....	.....	.....	f 1,481	697,065
Pittsburg and Allegheny River,	1	.....	16	.....	16	14	8,145
Pittsburg and Castle Shannon,	5	9	445	.....	454	55	37,222
Pittsburg, Chartiers and Youghiogheny,	5	4	50	3	57	84	59,150
Pittsburg, Cincinnati, Chicago and St. Louis,	504	420	13,710	350	14,480	14,857	8,667,761
Pittsburg, Fort Wayne and Chicago,	.....	.....	.....	.....	.....	4	8,200
Pittsburg, Johnstown, Ebensburg and Eastern,	6	19	298	2	319	81	30,211
Pittsburg Junction,	10	.....	.....	.....	.....	179	112,298
Pittsburg and Lake Erie,	107	66	7,106	78	7,250	4,055	2,563,944
Pittsburg, Lisbon and Western,	3	2	35	3	40	59	26,701
Pittsburg and Moon Run,	1	1	.....	.....	1	29	16,435
Pittsburg and Northern,	1	2	.....	.....	2	4	.....
Pittsburg and Ohio Valley,	1	.....	.....	.....	.....	18	8,066
Pittsburg, Shawmut and Northern,	22	26	2,264	36	2,326	485	202,336

Pittsburg, Virginia and Charleston,	.....	.....	.....	.....	.....	6	900
Pittsburg and Western,	96	44	3,894	151	4,089	1,937	1,015,844
Pittsburg, Youngstown and Ashtabula,	.....	.....	.....	.....	.....	5	.....
Plymouth,	.....	.....	.....	.....	.....	2	.....
Quakertown and Eastern,	1	1	.....	.....	1	20	8,230
Reading and Columbia,	8	5	14	12	31	164	93,094
Reading, Marietta and Hanover,	.....	.....	.....	.....	.....	4	.....
Reynoldsville and Falls Creek,	5	.....	.....	4	4	80	56,598
Ridgway and Clearfield,	.....	.....	.....	.....	.....	3	500
River Front,	.....	.....	.....	.....	.....	3	.....
Rochester, Beaver Falls and Western,	.....	.....	.....	.....	.....	5	.....
Rupert and Bloomsburg,	.....	.....	.....	.....	.....	12	4,253
Scalp Level,	.....	.....	.....	.....	.....	3	.....
Schuylkill and Juniata,	.....	.....	.....	.....	.....	7	600
Schuylkill and Lehigh,	.....	.....	.....	.....	.....	4	.....
Schuylkill Valley Navigation Railroad,	.....	.....	.....	.....	.....	4	.....
Scranton and Spring Brook,	2	.....	8	.....	8	.....	.....
Scottdale Connecting,	3	.....	.....	.....	.....	11	2,603
Shamokin, Sunbury and Lewisburg,	.....	.....	.....	.....	.....	4	.....
Shamokin Valley and Pottsville,	.....	.....	.....	.....	.....	7	.....
Sharpsville,	3	1	.....	.....	1	34	15,928
Sheffield and Tionesta,	3	.....	36	.....	36	.....	.....
Slate Run,	2	.....	56	.....	56	77	25,778
South Branch,	2	1	53	.....	54	.....	.....
South Shore,	2	.....	6	.....	6	.....	14,731
Southwest Pennsylvania,	.....	.....	.....	.....	.....	7	600
State Line and Sullivan,	.....	.....	.....	.....	.....	6	12,300
Stewartstown,	1	1	1	.....	2	17	3,977
Stony Creek,	.....	.....	.....	.....	.....	28	13,167
Susquehanna and Buffalo,	2	.....	.....	.....	.....	12	5,840
Tamaqua, Hazleton and Northern,	.....	.....	.....	.....	.....	17	5,863
Tionesta Valley,	6	4	384	2	390	123	46,752
Tionesta Valley and Hickory,	.....	.....	.....	.....	.....	15	3,002
Tionesta Valley and Salmon Creek,	2	.....	14	.....	14	17	5,975
Trenton Cut-Off,	.....	.....	.....	.....	.....	6	.....
Trenton-Delaware Bridge Company,	.....	.....	.....	.....	.....	4	1,700
Tuscarora Valley,	3	5	48	.....	53	46	10,722
Tyrone and Clearfield,	.....	.....	.....	.....	.....	6	.....
Union,	64	.....	100	20	120	901	673,604
Ursina and North Fork,	1	1	.....	.....	1	.....	.....
Valley Connecting,	3	.....	.....	14	14	12	7,091
Washington Run,	1	2	4	.....	6	30	16,905
Waynesburg and Washington,	4	9	98	.....	107	129	49,844
West Chester,	.....	.....	.....	.....	.....	3	.....
Western Maryland,	68	69	656	39	764	.....	581,730

TABLE E—EQUIPMENT AND PERSONS EMPLOYED—Continued.

Name of Company.	Number of locomotives in service.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's service.	Total number of cars in service.	Total number of employes.	Total yearly compensation.
Western New York and Pennsylvania a,	.....	.....	.....	.....	.....	3,720	170,017
Western Pennsylvania,	.....	.....	.....	.....	.....	9	450
West Side Belt,	3	1	140	.....	141	29	14,248
Wilkes-Barre and Eastern,	15	6	518	11	535	340	171,575
Williamsport and North Branch,	6	11	4	2	17	204	47,702
Williams Valley,	1	3	.....	.....	3	20	10,180
Wilmington and Northern,	.....	.....	.....	.....	.....	4	.....
York, Hanover and Frederick,	.....	.....	.....	.....	.....	6	.....
York Southern,	.....	.....	.....	.....	.....	†98	23,726
Total,	12,133	10,930	537,409	16,687	565,026	335,865	$189,204,533

*Lessee's report.
a Equipment furnished by Western New York and Pennsylvania Railroad.
b Operating report for four and one-half months ending June 30, 1901.
c Operating report for six months ending December 31, 1899.
†See report Maryland and Pennsylvania Railroad.
d Equipment owned by lessor companies.
e Operating report from April 1, 1901.
f Operating report from June 30, 1900, to April 1, 1901.
g This road operated by Erie Railroad after February 28, 1901. Equipment included in report of Erie Railroad. All operating figures given up to February 28, 1901.
h This road operated by Pennsylvania Railroad after August 1, 1901.

TABLE F—TRAIN MILEAGE.

Name of Company.	Number of miles run by passenger trains.	Number of miles run by freight trains.	Number of miles run by mixed trains.	Total number of miles run.
Allegheny Valley, e	90,057	83,650	.....	173,707
Baltimore and Harrisburg,	197,877	140,470	9,984	348,331
Baltimore and Ohio,	11,479,095	19,064,962	.....	30,544,057
Bangor and Portland,	73,815	52,350	.....	126,165
Barclay,	18,750	.....	9,520	28,270
Bare Rock,	1,000	3,000	.....	4,000
Bellefonte Central,	.....	.....	66,176	66,176
Bessemer and Lake Erie,	86,239	169,847	8,788	264,874
Bradford, Bordell and Kinzua,	125,397	28,745	4,298	158,440
Bradford and Western Pennsylvania,	.....	2,573	.....	2,573
Brookville,	.....	.....	15,000	15,000
Buffalo, Rochester and Pittsburg,	962,471	2,127,856	31,028	3,121,355
Buffalo and Susquehanna,	200,228	244,615	34,512	479,355
Catasauqua and Fogelsville,	8,516	42,875	.....	51,391
Central Pennsylvania and Western,	.....	.....	39,500	39,500
Central Railroad of New Jersey,	3,626,356	2,946,233	138,482	6,711,071
Central Railroad of Pennsylvania,	55,870	37,960	.....	93,830
Chester and Delaware River,	.....	3,694	.....	3,694
Clearfield Southern,	.....	.....	14,581	14,581
Cornwall,	34,828	17,754	.....	52,582
Cornwall and Lebanon,	65,704	87,817	.....	153,521
Coudersport and Port Allegheny,	50,400	25,200	.....	75,600
Cumberland Valley,	538,067	228,241	.....	766,308
Delaware and Hudson,	2,267,478	3,388,500	320,904	5,976,882

TABLE F—TRAIN MILEAGE—Continued.

Name of Company.	Number of miles run by passenger trains.	Number of miles run by freight trains.	Number of miles run by mixed trains.	Total number of miles run.
Delaware, Lackawanna and Western,	5,393,038	6,246,784	.....	11,639,822
Delaware, Susquehanna and Schuylkill,	33,749	343,445	26,468	403,662
Dunkirk, Allegheny Valley and Pittsburg,*	129,119	111,870	.....	240,989
East Broad Top,	.....	.....	88,600	88,600
Elk and Highland,	.....	14,555	.....	14,555
Emporium and Rich Valley,	10,422	.....	.....	10,422
Erie,	7,460,463	11,351,134	.....	18,811,597
Erie and Wyoming Valley, d	49,740	143,810	.....	193,550
Gettysburg and Harrisburg,	71.815	75,202	.....	147,017
Hunter's Run and Slate Belt,	.....	.....	12,662	12,662
Huntingdon and Broad Top Mountain,	71,405	348,815	.....	420,220
Ironton,	9,530	23,424	.....	32,954
Kinzua and Tiona,	.....	5,304	.....	5,304
Kishacoquillas Valley,	8,000	.....	12,000	20,000
Lackawanna and Montrose,	.....	.....	28,763	28,763
Lake Shore and Michigan Southern,	5,241,176	7,865,177	.....	13,106,353
Leetonia,	.....	12,949	.....	12,949
Lehigh Valley,	4,317,944	7,907,319	.....	12,225,263
Ligonier Valley,	24,020	12,588	.....	36,608
Maryland and Pennsylvania, b	61,335	18,576	.....	79,911
Middletown and Hummelstown,	5,134	7,542	.....	12,676
Montour,	26,618	18,900	.....	45,518
Mount Jewett, Kinzua and Riterville,	31,455	34,480	21,098	87,033
Mount Penn Gravity,	20,776	.....	.....	20,776

New Castle and Butler,	.....	7,488	.....	7,488
New Haven and Dunbar,	.....	.....	38,010	38,010
New York Central and Hudson River,	17,340,600	16,200,364	353,573	33,894,537
New York, Chicago and St. Louis,	1,199,672	4,384,243	.....	5,583,915
New York, Ontario and Western,	885,607	1,450,958	744,239	3,080,804
New York and Pennsylvania,	66,917	.....	30,840	97,757
New York, Susquehanna and Western,	522,392	660,281	.....	1,182,673
Northern Central,	1,838,784	3,209,572	.....	5,048,356
North East Pennsylvania,	127,261	17,567	.....	144,828
Pennsylvania,	18,766,821	26,237,116	.....	45,003,937
Pennsylvania Company,	5,345,373	8,627,426	.....	13,972,799
Pennsylvania and North Western,	96,720	253,511	.....	350,231
Perkiomen,	105,479	212,135	.....	317,614
Philadelphia and Chester Valley,	35,255	24,277	.....	59,532
Philadelphia, Newtown and New York,	114,918	13,621	.....	128,539
Philadelphia and Reading,	5,866,498	11,134,349	348,029	17,348,876
Philadelphia, Wilmington and Baltimore,	4,785,645	2,522,461	.....	7,308,106
Pittsburg, Bessemer and Lake Erie, c	230,790	420,645	29,366	680,801
Pittsburg, and Castle Shannon,	103,000	14,000	.....	117,000
Pittsburg, Chartiers and Youghiogheny,	37,961	27,504	.....	65,465
Pittsburg, Cincinnati, Chicago and St. Louis,	5,563,880	8,449,969	.....	14,013,849
Pittsburg, Johnstown, Ebensburg and Eastern,	114,332	27,710	.....	142,042
Pittsburg and Lake Erie,	714,661	1,320,507	.....	2,035,168
Pittsburg, Lisbon and Western,	32,000	22,500	.....	54,500
Pittsburg, Shawmut and Northern,	158,990	51,304	110,810	321,104
Pittsburg and Western,	493,046	555,073	.....	1,048,119
Quakertown and Eastern,	16,598	.....	16,598	33,196
Reading and Columbia,	135,126	139,990	.....	275,116
Reynoldsville and Falls Creek,	.....	39,800	.....	39,800
Rupert and Bloomsburg,	10,031	1,958	.....	11,989
Sharpsville,	.....	.....	22,802	22,802
Slate Run,	.....	10,000	.....	10,000
Stoney Creek,	26,922	20,523	.....	47,445
Susquehanna and Buffalo,	.....	20,000	.....	20,000
Tamaqua, Hazleton and Northern,	.....	22,423	.....	22,423
Tionesta Valley,	31,300	68,562	.....	99,862
Washington Run,	5,840	5,840	2,920	14,600
Waynesburg and Washington,	39,394	50,738	.....	90,132
Western Maryland,	502,620	791,264	.....	1,293,884
West Side Belt,	3,868	3,540	3,868	11,276
Wilkes-Barre and Eastern,	60,148	396,356	.....	456,504
Williamsport and North Branch,	76,965	33,366	15,459	125,790

TABLE F—TRAIN MILEAGE—Continued.

Name of Company.	Number of miles run by passenger trains.	Number of miles run by freight trains.	Number of miles run by mixed trains.	Total number of miles run.
Williams Valley,	.....	.....	47,970	47,970
York Southern,	29,082	.....	15,315	44,397
Total,	108,332,383	150,687,157	2,662,163	261,681,703

*Lessee's report.
a This report covers the operations to February 15, 1901, only. After that date the road was operated under name of Maryland and Pennsylvania Railroad.
b Operating report for the four and one-half months ending June 30, 1901.
e See footnote e Table "E."
c See footnote f Table "E."
d See footnote g Table "E."
e See footnote h Table "E."

TABLE G—NUMBER OF PASSENGERS CARRIED, COST PER MILE, ETC.

Name of Company.	Number of passengers carried earning revenue.	Number of passengers carried one mile.	Average distance carried.	Total passenger revenue.	Average amount received from each passenger.	Average receipts per passenger per mile.	Passenger earnings per train mile.	Passenger earnings per mile of road.
Allegheny Valley h,	178,328	3,704,514	21	$83,232	46.673	2.246	1.00.291	$346 70
Baltimore and Harrisburg,	355,433	7,452,120	21	115,209	32.414	1.546	67.450	1,384 74
Baltimore and Ohio,	11,660,900	458,294,750	39	9,054,602	77.649	1.975	99.692	3,558 09
Bangor and Portland,	149,751	.....	.....	25,217	.....	.....	.....	.....
Barclay,	20,118	130,069	6	3,591	17.850	2.760	19.880	299 73
Bare Rock,	12,816	64,080	5	1,922	15.000	3.000	1.92.200	768 96
Bellefonte Central,	29,817	410,048	14	9,614	32.242	2.345	25.164	424 12
Berlin Branch,	11,917	.....	.....	1,428	.....	.....	.....	.....
Bessemer and Lake Erie e,	87,634	1,817,365	21	38,112	43.490	2.097	48.271	226 93
Bloomsburg and Sullivan,	41,340	1,240,200	30	15,620	37.078	1.236	.....	600 08
Bradford, Bordell and Kinzua,	104,196	2,292,312	22	50,246	48.221	2.192	42.712	1,152 10
Brookville,	1,421	15,631	11	200	14.102	1.282	.....	.....
Brownstone and Middletown,	20,507	41,014	2	641	3.125	1.562	.....	256 35
Buffalo, Rochester and Pittsburg,	1,002,677	34,360,229	34	711,232	79.933	2.070	80.385	1,652 08
Buffalo and Susquehanna,	220,443	3,602,413	16	101,693	46.031	2.823	49.404	704 21
Cammal and Black Forest,	981	27,566	10	240	24.467	2.447	.....	.....
Catasauqua and Fogelsville,	12,098	56,410	5	1,123	9.278	1.990	14.176	40 92
Central Pennsylvania and Western,	17,297	.....	.....	5,853	33.840	.....	19.730	251 39
Central Railroad of New Jersey,	14,178,722	211,926,183	.....	3,302,122	23.289	1.558	85.734	4,516 25
Central Railroad of Pennsylvania,	66,195	765,550	12	13,571	20.502	1.773	28.206	577 25
Clearfield Southern,	3,581	21,251	6	727	20.302	3.421	6.554	136 53
Cornwall,	110,789	758,260	7	15,975	14.419	2.107	48.416	1,332 12
Cornwall and Lebanon,	183,761	2,003,774	11	34,544	18.798	1.723	57.321	1,738 79
Coudersport and Port Allegheny,	52,583	841,328	16	24,714	47.000	2.937	58.832	658 92
Cumberland Valley,	1,137,296	18,796,324	17	379,996	33.412	2.022	82.877	2,738 30
Delaware and Hudson,	5,137,346	88,584,404	17	2,029,325	39.501	2.291	97.392	3,463 06

TABLE G—NUMBER OF PASSENGERS CARRIED, COST PER MILE, ETC.—Continued.

Name of Company.	Number of passengers carried earning revenue.	Number of passengers carried one mile.	Average distance carried.	Total passenger revenue.	Average amount received from each passenger.	Average receipts per passenger per mile.	Passenger earnings per train mile.	Passenger earnings per mile of road.
Delaware, Lackawanna and Western,	14,783,219	289,821,052	20	4,205,862	28.450	1.451	1.00.241	6,773 26
Dillsburg and Mechanicsburg,	23,952	202,355	8	5,848	24.419	2.890	15.691	35 00
Dunkirk, Allegheny Valley and Pittsburg,*	212,218	4,186,450	19	93,794	44.197	2.240	82.660	1,178 04
East Broad Top,	83,322	971,426	12	17,200	20.643	1.777	.....	531 19
Emporium and Rich Valley,	1,155	6,836	6	296	25.649	2.843	4.333	21 94
Erie,	16,910,061	435,902,860	26	6,716,513	39.719	1.541	1.05.646	4,178 66
Erie and Wyoming Valley g,	115,564	2,904,687	25	36,355	31.459	1.252	79.186	503 41
Gettysburg and Harrisburg,	124,239	1,836,074	54	32,731	26.346	1.783	50.629	1,067 18
Hunter's Run and Slate Belt,	14,482	89,451	6	1,486	10.258	1.661	14.572	136 67
Huntingdon and Broad Top Mountain,	113,866	2,394,519	21	59,992	52.686	2.505	1.03.314	1,150 88
Ironton,	32,735	130,940	4	2,158	6.593	1.650	22.647	215 83
Kishacoquillas Valley,	24,538	177,216	7	4,491	18.303	2.534	50.345	582 95
Lackawanna and Montrose,	55,766	483,127	9	16,114	28.895	3.335	62.686	1,720 46
Lancaster, Oxford and Southern,	.....	.....	.....	4,364	.....	.....	.....	267 14
Lake Shore and Michigan Southern,	5,156,827	283,098,769	55	5,642,654	1.09.421	1.933	1.54.435	5,735 84
Lehigh and New England,	.....	.....	.....	8,936	.....	.....	.....	.....
Lehigh Valley,	4,456,732	160,953,677	36	3,003,060	67.383	1.866	80.143	2,494 29
Ligonier Valley,	247,362	1,579,703	6	31,376	12.684	1.986	1.41.094	3,080 97
Maryland and Pennsylvania b,	82,121	.....	14	29,554	35.988	2.598	69.302	498 90
Middletown and Hummelstown,	14,786	77,919	5	2,121	14.342	2.722	41.983	339 43
Montour,	52,599	423,931	8	10,627	20.204	2.507	54.505	1,116 02
Mount Jewett, Kinzua and Riterville,	30,856	229,787	7	9,258	30.004	4.029	27.187	208 64
Mount Penn Gravity,	69,400	555,200	8	13,713	19.831	2.478	.....	1,720 42
Neversink Mountain,	58,465	.....	.....	8,721	14.917	1.492	.....	.....
New York Central and Hudson River,	30,318,735	915,924,853	30	16,473,822	54.335	1.799	1.12.373	6,998 04

New York, Chicago and St. Louis,	587,513	66,599,841	113	1,131,850	1.92.651	1.699	1.03.773	2,314 00
New York, Ontario and Western,	1,312,572	46,683,528	36	855,201	65.155	1.831	91.156	2,033 23
New York and Pennsylvania,	53,423	1,021,118	.....	20,158	37.733	1.974	31.228	450 96
New York, Susquehanna and Western,	2,067,570	32,895,567	16	372,286	18.006	1.132	79.388	2,743 92
Northern Central,	4,471,047	62,089,167	14	1,360,098	30.420	2.191	91.232	4,402 35
North East Pennsylvania,	696,380	4,117,760	6	57,029	8.189	1.385	46.518	2,308 87
Pennsylvania,	43,840,123	980,248,549	22	19,525,446	44.538	1.992	1.28.022	6,540 24
Pennsylvania Company,	7,681,823	211,682,018	28	4,425,858	57.615	2.091	1.09.393	4,206 78
Pennsylvania and North Western,	127,197	1,935,204	15	53,264	41.876	2.752	64.509	822 81
Perkiomen,	169,696	2,047,135	12	47,048	27.725	2.298	49.414	1,359 81
Perry County,	.....	.....	.....	7,832	.....	.....	.....	.....
Philadelphia and Chester Valley,	40,191	306,612	8	6,213	15.469	2.028	19.636	322 13
Philadelphia, Newtown and New York,	538,598	3,018,949	6	46,562	8.645	1.542	43.148	2,285 04
Philadelphia and Reading,	22,697,295	284,286,512	13	4,561,393	20.097	1.605	77.753	5,019 83
Philadelphia, Wilmington and Baltimore,	9,309,780	246,947,496	27	4,949,451	53.164	2.004	1.21.864	8,285 34
Pittsburg, Bessemer and Lake Erie f,	372,266	8,793,944	24	140,455	37.729	1.597	62.689	802 17
Pittsburg and Castle Shannon,	1,135,106	1,860,939	.....	42,839	3.740	2.300	49.170	7,791 84
Pittsburg, Chartiers and Youghiogheny,	92,827	462,990	5	10,228	11.019	2.209	28.809	554 02
Pittsburg, Cincinnati, Chicago and St. Louis,	8,214,497	243,415,833	30	4,948,491	60.241	2.033	1.20.128	4,749 18
Pittsburg, Johnstown, Ebensburg and Eastern,	97,500	342,905	.....	46,388	24.222	14.520	.....	.....
Pittsburg Junction,	70,654	315,823	4	9,470	13.403	2.998	.....	1,466 24
Pittsburg and Lake Erie,	1,921,217	39,018,312	20	760,640	39.592	1.949	1.18.422	4,681 22
Pittsburg, Lisbon and Western,	42,700	512,400	.....	11,857	27.768	2.314	44.996	514 24
Pittsburg and Moon Run,	14,338	.....	.....	2,030	14.160	.....	.....	.....
Pittsburg, Shawmut and Northern,	213,785	2,265,036	11	62,524	29.246	2.760	26.704	443 64
Pittsburg and Western,	939,030	21,001,652	22	425,046	45.264	2.023	86.208	1,956 22
Quakertown and Eastern,	13,105	.....	.....	2,915	.....	.....	.....	.....
Reading and Columbia,	353,669	4,674,828	13	99,432	28.115	2.127	80.439	1,819 74
Rupert and Bloomsburg,	54,323	83,419	.....	2,588	4.764	3.102	26.988	1,724 31
Sharpsville,	8,132	52,858	.....	2,846	35.000	5.384	66.046	212 09
South Branch,	.....	.....	.....	387	.....	.....	.....	.....
Stewartstown,	17,603	.....	.....	2,580	14.600	.....	.....	.....
Stony Creek,	83,733	719,992	9	14,472	17.283	2.010	55.652	1,487 85
Tionesta Valley,	24,650	183,214	.....	8,714	35.350	4.756	32.567	135 85
Tuscarora Valley,	20,777	.....	.....	6,193	29.806	.....	.....	.....
Union,	1,822	.....	.....	268	14.732	.....	.....	.....
Washington Run,	31,988	111,996	4	5,460	17.071	4.875	85.382	1,402 41
Waynesburg and Washington,	77,786	1,626,470	21	46,891	60.282	2.883	1.41.723	1,983 32
Western Maryland,	901,457	19,041,883	21	306,085	33.954	1.607	79.754	2,460 92
Western New York and Pennsylvania,	197,556	5,922,331	.....	99,491	50.360	1.679	90.834	187 36
West Side Belt,	79,762	239,286	3	3,988	5.000	1.667	51.552	1,329 37
Wilkes-Barre and Eastern,	22,276	565,956	25	12,161	54.594	2.149	28.871	199 94
Williamsport and North Branch,	80,996	1,158,553	14	28,281	34.917	2.442	35.741	623 14

TABLE G—NUMBER OF PASSENGERS CARRIED, COST PER MILE, ETC.—Continued.

Name of Company.	Number of passengers carried earning revenue.	Number of passengers carried one mile.	Average distance carried.	Total passenger revenue.	Average amount received from each passenger.	Average receipts per passenger per mile.	Passenger earnings per train mile.	Passenger earnings per mile of road.
Williams Valley,	79,811	957,732	12	8,436	10.569	.881	19.722	788 40
York Southern a,	66,227	732,478	11	17,474	26.385	2.386	62.344	485 04
Total,	216,603,748	5,237,096,903	.....	$97,000,114	.....	1.852	.....	.....

*Lessee's report.
a See foot note "a," Table "F."
b Operating report for the four and one-half months ending June 30,1901.
c Operating report for the six months ending December 31, 1899.
e See foot note "e," Table "E."
f See foot note "f," Table "E."
g See foot note "g," Table "E."
h See foot note "h," Table "E."

TABLE H—KIND OF FREIGHT CARRIED, IN TONS.

Name of Company.	Products of agriculture.	Products of animals.	Products of mines.	Products of forests.	Manufactures.	Merchandise.	Miscellaneous.
Allegheny Junction,	.....	.....	4,549	82	67,835	.....	.....
Allegheny Valley, h	27,355	1,479	328,369	34,915	145,410	6,396	15,891
Baltimore and Harrisburg,	37,987	5,111	189,314	21,218	58,517	.....	38,319
Baltimore and Ohio,	3,153,571	546,549	20,369,895	1,943,980	4,781,670	545,640	2,187,208
Bangor and Portland,	3,718	144	226,211	5,349	82,437	26,118	88,037
Barclay,	725	3,149	24,923	31,443	426	222	1,402
Bare Rock,	.....	.....	60,000	.....	.....	.....	.....
Bellefonte Central,	414	.....	119,237	7,551	49,252	2,681	.....
Berlin Branch,	.....	.....	.....	.....	.....	.....	9,739
Bessemer and Lake Erie, e	6,074	1,051	1,057,463	13,904	130,636	5,615	88,943
Bloomsburg and Sullivan,	.....	.....	.....	.....	.....	.....	73,287
Bradford, Bordell and Kinzua,	5,256	1,073	7,247	16,195	7,837	1,285	5,566
Bradford and Western Pennsylvania,	.....	.....	.....	14,443	.....	.....	.....
Brookville,	.....	.....	.....	19,562	.....	.....	.....
Brownstine and Middletown,	139	24	47,951	240	277	312	78
Buffalo, Rochester and Pittsburg,	150,157	35,142	5,536,208	316,155	303,004	80,468	349,913
Buffalo and Susquehanna,	19,048	20,459	42,527	870,275	35,985	28,510	.....
Cammal and Black Forest,	287	17	1,026	55,063	24	.....	153
Catasauqua and Fogelsville,	9,328	5,339	231,786	12,662	128,413	20,723	13,801
Central Pennsylvania and Western,	3,826	.....	6,181	8,354	4,775	2,904	1,510
Central Railroad of New Jersey,	309,842	71,123	9,985,720	266,169	1,939,108	250,693	4,143,998
Central Railroad of Pennsylvania,	2,873	231	189,812	4,582	25,031	2,443	2,262
Chester and Delaware River,	11,830	13,008	272,211	60,208	222,148	26,449	13,566
Clearfield Southern,	25	.....	23,402	28,773	172	300	.....
Cornwall,	.....	.....	502,365	.....	73,963	.....	63,709

TABLE I—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.—Continued.

Name of Company.	Number of tons carried of freight earning revenue.	Number of tons carried one mile.	Average distance haul of one ton.	Total freight revenue.	Average amount received for each ton of freight.	Average receipts per ton per mile.	Freight earnings per train mile.	Freight earnings per mile of road.
Cornwall and Lebanon,	1,202,454	17,782,412	15	230,789	19.193	1.297	2.62.806	9,272 34
Coudersport and Port Allegheny,	169,520	4,090,517	24	83,632	49.335	2.021	3.31.873	1,858 49
Cumberland Valley,	929,539	46,571,471	50	598,559	64.393	1.285	2.62.249	3,675 52
Delaware and Hudson,	12,684,586	1,216,771,906	96	9,287,758	73.221	.763	2.55.919	14,054 69
Delaware, Lackawanna and Western,	13,955,167	2,172,581,287	156	16,263,747	1.16.543	.749	2.60.781	20,410 47
Delaware, Susquehanna and Schuylkill,	2,015,527	185,554,770	92	1,138,664	56.495	.614	3.13.426	.....
Dunkirk, Allegheny Valley and Pittsburg,*	246,313	9,312,419	38	160,030	64.970	1.718	1.43.138	1,767 42
East Broad Top,	185,287	5,288,227	29	66,164	35.701	1.251	.....	1,775 26
Elk and Highland,	64,389	355,424	6	24,493	38.039	6.891	1.68.278	1,597 71
Emporium and Rich Valley,	58,895	795,082	13	22,957	38.979	2.887	2.20.277	1,700 53
Erie,	24,817,112	4,297,141,486	173	26,421,852	1.06.466	.615	2.34.570	14,116 60
Erie and Wyoming Valley g,	2,381,791	68,463,678	29	566,719	23,792	.828	3.94.075	7,243 34
Etna and Montrose,	482,838	.....	.....	62,112	.....	.....	.....	.....
Gettysburg and Harrisburg,	318,947	6,122,071	180	105,492	33.075	1.723	1.40.278	3,096 32
Hunter's Run and Slate Belt,	49,324	195,437	4	10,727	21.749	5.489	84.722	794 63
Huntingdon and Broad Top Mountain,	2,959,338	114,175,255	39	615,866	20.811	.539	1.76.560	9,607 90
Ironton,	801,198	4,646,948	6	139,748	17.442	3.007	5.96.601	13,974 77
Kane and Elk,	19,178	191,778	10	9,086	47.376	4.738	.....	978 51
Kinzua and Tiona,	44,613	108,429	2	10,813	24.238	4.981	2.038	1,201 49
Kishacoquillas Valley,	17,113	119,791	7	6,272	36.647	5.235	69.683	660 16
Lackawanna and Montrose,	16,538	177,947	11	6,219	37.580	3.495	21.621	593 42
Lancaster, Oxford and Southern,	13,903	.....	.....	9,665	69.515	.....	.....	483 23
Lake Shore and Michigan Southern,	20,504,129	3,874,212,117	189	18,939,235	92.368	.489	2.41.336	13,450 98
Leetonia,	37,602	354,873	9	16.934	45.035	4.771	1.30.776	1,228 90

McKeesport Terminal,	3,293	.....	65,016	738	99,220	.....	25,585
Maryland and Pennsylvania, b	11,369	10,327	30,036	10,091	7,690	4,802	2,971
Middletown and Hummelstown,	2,733	502	24,318	1,850	4,362	2,133	447
Montour,	.....	.....	336,744	.....	.....	.....	19,313
Mount Jewett, Kinzua and Riterville,	1,361	2,002	4,723	174,926	2,980	712	896
New Castle and Butler,	.....	.....	108,748	.....	.....	.....	.....
New Haven and Dunbar,	421	.....	347,231	3,782	73,822	.....	26,873
New York Central and Hudson River,	7,000,487	2,225,595	16,632,589	2,412,168	3,881,101	2,711,142	2,540,040
New York, Chicago and St. Louis,	1,527,842	483,799	928,250	297,509	740,379	162,145	371,374
New York, Ontario and Western,	238,706	28,513	2,625,017	74,755	319,453	53,713	168,351
New York and Pennsylvania,	14,386	4,888	1,715	67,074	2,288	3,455	565
New York, Susquehanna and Western,	37,110	43,338	1,562,352	57,616	144,442	38,189	123,854
Nittany Valley,	.....	.....	4,069	88	635	.....	.....
Northern Central,	2,186,477	390,724	9,373,883	1,263,447	2,955,274	230,095	99,655
North East Pennsylvania,	13,703	2,707	48,684	3,065	16,115	16,084	4,972
Pennsylvania,	4,931,503	1,796,135	54,556,907	3,980,231	15,307,293	447,931	1,778,063
Pennsylvania Company,	2,314,178	431,946	27,449,962	1,292,237	10,177,404	138,344	845,281
Pennsylvania and North Western,	.....	.....	1,301,995	93,437	22,635	90,406	.....
Perikomen,	218,963	42,962	343,718	94,112	421,540	86,921	51,658
Philadelphia and Chester Valley,	11,205	3,337	81,468	8,494	83,380	8,272	6,088
Philadelphia, Newtown and New York,	5,084	3,136	73,592	13,447	30,383	17,731	1,844
Philadelphia and Reading,	1,919,090	387,196	19,722,193	989,373	3,890,362	1,891,005	1,278,246
Philadelphia, Wilmington and Baltimore,	1,092,405	420,341	3,949,640	1,210,200	2,568,271	62,852	232,920
Pittsburg, Allegheny and McKees Rocks,	.....	.....	129,710	45,285	940,097	1,115,092	.....
Pittsburg, Bessemer and Lake Erie, f	21,630	3,529	2,636,533	29,783	378,419	10,478	45,816
Pittsburg and Castle Shannon,	.....	.....	105,386	.....	1,500	.....	.....
Pittsburg, Chartiers and Youghiogheny,	3,470	.....	875,354	.....	153,057	304	15,531
Pittsburg, Cincinnati, Chicago and St. Louis,	2,241,185	811,367	10,874,888	1,636,736	6,063,654	181,897	1,197,460
Pittsburg, Johnstown, Ebensburg and Eastern,	2,171	400	80,765	1,709	1,267	1,126	.....
Pittsburg and Lake Erie,	97,884	11,812	12,656,329	210,930	2,723,495	63,077	450,135
Pittsburg, Lisbon and Western,	3,906	850	104,377	8,680	60,356	10,300	28,531
Pittsburg and Moon Run,	.....	.....	374,188	.....	.....	.....	7,606
Pittsburg, Shawmut and Northern,	34,281	8,444	583,104	226,369	39,439	7,700	22,396
Pittsburg and Western,	443,109	167,433	3,502,192	415,453	144,075	1,020,470	169,965
Quakertown and Eastern,	1,708	.....	116,078	99	35,463	.....	2,545
Reading and Columbia,	81,743	21,318	208,337	17,529	69,247	13,615	4,580
Reynoldsville and Falls Creek,	4,610	206	2,364,648	8,442	5,241	3,509	2,612
Rupert and Bloomsburg,	2,522	1,743	9,228	4,891	5,722	1,952	715
Scottdale Connecting,	.....	.....	34,732	.....	.....	.....	.....
Sharpsville,	329	13	2,180	2,482	11,433	276	708
Sheffield and Tionesta,†	18	159	43	5,517	244	250	.....
Slate Run,	.....	.....	.....	57,590	.....	.....	.....
South Branch,	.....	.....	.....	58,784	.....	.....	.....
Stewartstown,	7,924	79	3,399	2,562	4,398	1,969	.....

TABLE H—KIND OF FREIGHT CARRIED, IN TONS—Continued.

Name of Company.	Products of agriculture.	Products of animals.	Products of mines.	Products of forests.	Manufactures.	Merchandise.	Miscellaneous.
Stony Creek,	22,059	14,935	214,352	38,983	57,370	27,573	7,698
Susquehanna and Buffalo,	.....	.....	298,301	.....	.....	.....	.....
Tamaqua, Hazleton and Northern,	.....	.....	94,219	.....	.....	4,223	.....
Tionesta Valley,	1,833	11,714	3,038	142,734	3,620	1,471	.....
Tionesta Valley and Hickory,	570	25	600	30,038	140	850	.....
Tionesta Valley and Salmon Creek,	870	992	616	22,300	279	1,782	.....
Tuscarora Valley,	1,172	301	227	16,024	2,073	246	95
Union,	.....	.....	8,794,404	27,821	4,241,154	.....	1,175,920
Valley Connecting,	.....	.....	215,081	.....	61,344	.....	.....
Washington Run,	931	99	344,977	5,102	2,888	1,199	864
Waynesburg and Washington,	2,923	2,190	5,855	6,555	28,211	2,813	1,538
Western Maryland,	225,103	61,434	2,820,943	146,448	395,229	.....	244,262
Western New York and Pennsylvania, h	6,673	1,068	241,365	58,521	57,070	82,341	13,605
West Side Belt,	.....	.....	150,979	.....	.....	3,950	.....
Wilkes-Barre and Eastern,	1,783	303	1,443,502	38,720	13,257	9,338	64,946
Williamsport and North Branch,	34,713	11,091	13,429	59,062	21,515	3,398	8,913
Williams Valley,	.....	.....	7,593	.....	.....	17,010	.....
York Southern, a	11,992	4,090	33,628	11,210	13,088	2,971	.....
Total,	40,530,481	10,968,587	289,698,090	23,960,413	77,849,374	12,973,938	22,703,800

*Lessee's report.
†Operating figures for the month of June only.
a See foot note "a," Table "F."
b See foot note "b," Table "F."
c See foot note "c," Table "G."
e See foot note "e," Table "E."
f See foot note "f," Table "E."
g See foot note "g," Table "E."
h See foot note "h," Table "E."

TABLE I—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.

Name of Company.	Number of tons carried of freight earning revenue.	Number of tons carried one mile.	Average distance haul of one ton.	Total freight revenue.	Average amount received for each ton of freight.	Average receipts per ton per mile.	Freight earnings per train mile.	Freight earnings per mile of road.
Allegheny Junction,	72,466	72,466	1	4,721	.....	.....	.....	.....
Allegheny Valley h,	559,815	30,201,217	54	202,923	36.250	.672	2.42.585	$778 94
Baltimore and Harrisburg,	350,466	14,883,650	42	204,631	58.388	1.375	1.38.607	2,101 24
Baltimore and Ohio,	33,528,513	7,140,897,000	213	35,553,872	1.06.040	.498	1.87.100	11,090 72
Bangor and Portland,	432,014	.....	.....	221,091	.....	.....	.....	.....
Barclay,	62,290	686,225	11	22,550	36.200	3.280	3.15.830	1,608 44
Bare Rock,	60,000	150,000	3	5,299	8.830	3.530	1.76.630	2,119 60
Bellefonte Central,	179,135	1,002,549	6	30,074	16.789	3.000	45.445	1,126 35
Berlin Branch,	9,739	.....	.....	4,138	.....	.....	.....	.....
Bessemer and Lake Erie e,	1,303,686	161,227,961	124	635,832	48.772	.394	3.55.945	3,146 13
Bloomsburg and Sullivan,	73,287	2,198,610	30	47,336	64.590	2.153	.....	1,577 87
Bradford, Bordell and Kinzua,	44,459	1,017,957	23	32,992	74.543	3.241	99.846	686 19
Bradford and Western Pennsylvania,	14,443	55,725	4	5,187	35.910	9.307	2.01.575	634 04
Brookville,	19,562	215,682	11	3,613	18.469	1.679	.....	272 92
Brownstone and Middletown,	49,021	87,131	.....	4,740	9.669	5.440	.....	1,895 91
Buffalo, Rochester and Pittsburg,	6,771,047	875,637,083	129	4,783,954	70.653	.546	2.22.393	10,133 78
Buffalo and Susquehanna,	1,016,804	32,273,964	32	597,100	58.723	1.850	2.13.917	3,625 82
Cammal and Black Forest,	56,570	1,589,617	.....	32,086	56.718	2.013	93.575	1,141 83
Catasauqua and Fogelsville,	422,052	3,995,937	9	84,811	20.095	2.122	1.97.809	2,874 94
Central Pennsylvania and Western,	27,550	619,286	22	16,090	58.390	2.598	40.530	519 02
Central Railroad of New Jersey,	16,966,653	1,348,253,713	.....	12,594,286	74.229	.934	3.89.614	17,099 19
Central Railroad of Pennsylvania,	227,234	4,169,181	18	51,102	22.488	1.226	1.34.620	1,567 54
Chester and Delaware River,	619,420	1,162,539	2	61,365	9.907	5.278	.....	11,470 01
Clearfield Southern,	52,672	339,824	6	11,452	21.742	3.370	78.543	1,638 91
Cornwall,	640,037	3,210,828	5	82,561	12.899	2.571	4.65.030	6,516 22

TABLE I—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.—Continued.

Name of Company.	Number of tons carried of freight earning revenue.	Number of tons carried one mile.	Average distance haul of one ton.	Total freight revenue.	Average amount received for each ton of freight.	Average receipts per ton per mile.	Freight earnings per train mile.	Freight earnings per mile of road.
Cornwall and Lebanon,	1,202,454	17,782,412	15	230,789	19.193	1.297	2.62.806	9,272 34
Coudersport and Port Allegheny,	169,520	4,090,517	24	83,632	49.335	2.021	3.31.873	1,858 49
Cumberland Valley,	929,539	46,571,471	50	598,559	64.393	1.285	2.62.249	3,675 52
Delaware and Hudson,	12,684,586	1,216,771,906	96	9,287,758	73.221	.763	2.55.919	14,054 69
Delaware, Lackawanna and Western,	13,955,167	2,172,581,287	156	16,263,747	1.16.543	.749	2.60.781	20,410 47
Delaware, Susquehanna and Schuylkill,	2,015,527	185,554,770	92	1,138,664	56.495	.614	3.13.426	.....
Dunkirk, Allegheny Valley and Pittsburg,*	246,313	9,312,419	38	160,030	64.970	1.718	1.43.138	1,767 42
East Broad Top,	185,287	5,288,227	29	66,164	35.701	1.251	.....	1,775 26
Elk and Highland,	64,389	355,424	6	24,493	38.039	6.891	1.68.278	1,597 71
Emporium and Rich Valley,	58,895	795,082	13	22,957	38.979	2.887	2.20.277	1,700 53
Erie,	24,817,112	4,297,141,486	173	26,421,852	1.06.466	.615	2.34.570	14,116 60
Erie and Wyoming Valley g,	2,381,791	68,463,678	29	566,719	23,792	.828	3.94.075	7,243 34
Etna and Montrose,	482,838	.....	.....	62,112	.....	.....	.....	.....
Gettysburg and Harrisburg,	318,947	6,122,071	180	105,492	33.075	1.723	1.40.278	3,096 32
Hunter's Run and Slate Belt,	49,324	195,437	4	10,727	21.749	5.489	84.722	794 63
Huntingdon and Broad Top Mountain,	2,959,338	114,175,255	39	615,866	20.811	.539	1.76.560	9,607 90
Ironton,	801,198	4,646,948	6	139,748	17.442	3.007	5.96.601	13,974 77
Kane and Elk,	19,178	191,778	10	9,086	47.376	4.738	.....	978 51
Kinzua and Tiona,	44,613	108,429	2	10,813	24.238	4.981	2.038	1,201 49
Kishacoquillas Valley,	17,113	119,791	7	6,272	36.647	5.235	69.683	660 16
Lackawanna and Montrose,	16,538	177,947	11	6,219	37.580	3.495	21.621	593 42
Lancaster, Oxford and Southern,	13,903	.....	.....	9,665	69.515	.....	.....	483 23
Lake Shore and Michigan Southern,	20,504,129	3,874,212,117	189	18,939,235	92.368	.489	2.41.336	13,450 98
Leetonia,	37,602	354,873	9	16.934	45.035	4.771	1.30.776	1,228 90

Bessemer and Lake Erie e,	45,862	635,832	3,779	685,473	.....	685,473
Big Level and Kinzua,	.....	.....	.....	.....	2,494	2,494
Bloomsburg and Sullivan,	18,026	49,336	.....	67,362	673	68,035
Bradford, Bordell and Kinzua,	5,5396	32,993	.....	88,389	322	88,711
Bradford and Western Pennsylvania,	.....	5,187	.....	5,187	.....	5,187
Brookville,	200	3,613	.....	3,813	.....	3,813
Brownstone and Middletown,	641	4,740	2,876	8,257	.....	8,257
Buffalo, Rochester and Pittsburg,	779,915	4,783,954	102,698	5,666,567	26,926	5,693,493
Buffalo and Susquehanna,	115,970	597,100	8,896	721,966	6,427	728,393
Cambria and Clearfield,	.....	.....	.....	.....	132,009	132,009
Cammal and Black Forest,	240	32,086	.....	32,326	.....	32,326
Catasauqua and Fogelsville,	1,207	84,811	32	86,050	1,281	87,331
Catawissa,	.....	.....	.....	.....	171,053	171,053
Central Pennsylvania and Western,	7,793	16,090	119	24,002	.....	24,002
Central Railroad of New Jersey,	3,608,369	12,594,246	218,346	16,420,961	1,169,506	17,590,467
Central Railroad of Pennsylvania,	15,759	51,102	1,711	68,572	.....	68,572
Chartiers,	.....	.....	.....	.....	128,050	128,050
Chester Creek,	.....	.....	.....	.....	23,592	23,592
Chester and Delaware River,	.....	61,365	274	61,639	.....	61,639
Chestnut Hill,	.....	.....	.....	.....	7,539	7,539
Clearfield and Mahoning,	.....	.....	.....	.....	77,500	77,500
Clearfield Southern,	956	11,452	.....	12,408	.....	12,408
Cleveland and Pittsburg,	.....	.....	.....	.....	1,382,934	1,382,934
Colebrookdale,	.....	.....	.....	.....	17,286	17,286
Columbia and Port Deposit,	.....	.....	.....	.....	214,044	214,044
Connecting,	.....	.....	.....	.....	151,202	151,202
Cornwall,	16,878	82,561	5,357	104,796	1,650	106,446
Cornwall and Lebanon,	37,662	230,789	11,425	279,876	.....	279,876
Confluence and Oakland,	.....	.....	.....	.....	6,000	6,000
Coudersport and Port Allegheny,	29,652	83,632	.....	113,284	.....	113,284
Cresson and Irvona,	.....	.....	.....	.....	17,542	17,542
Cumberland Valley,	445,933	598,559	31,026	1,075,518	12,056	1,087,574
Cumberland Valley and Waynesboro,	.....	.....	.....	.....	1,000	1,000
Delaware and Hudson,	2,288,485	9,287,758	114,679	11,690,922	9,545	11,700,467
Delaware, Lackawanna and Western,	5,406,013	16,290,409	265,425	21,961,847	2,677,577	24,639,424
Delaware River Railroad and Bridge Co.,	.....	.....	.....	.....	148,846	148,846
Delaware, Susquehanna and Schuylkill,	6,334	1,138,664	264	1,145,262	.....	1,145,262
Dillsburg and Mechanicsburg,	.....	.....	.....	.....	3,423	3,423
Downingtown and Lancaster,	.....	.....	.....	.....	8,035	8,035
Dunkirk, Allegheny Valley and Pittsburg,*	106,730	160,129	765	267,624	.....	267,624
Eaglesmere,	.....	.....	.....	.....	5,000	5,000
East Broad Top,	19,798	66,164	817	86,779	.....	86,779
East Mahanoy,	.....	.....	.....	.....	27,919	27,919
East Pennsylvania,	.....	.....	.....	.....	136,609	136,609

TABLE I—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.—Continued.

Name of Company.	Number of tons carried of freight earning revenue.	Number of tons carried one mile.	Average distance haul of one ton.	Total freight revenue.	Average amount received for each ton of freight.	Average receipts per ton per mile.	Freight earnings per train mile.	Freight earnings per mile of road.
Reynoldsville and Falls Creek,	2,389,268	16,102,551	7	180,104	7.538	1.118	4.52.522	8,576 36
Rupert and Bloomsburg,	26,773	42,035	.....	5,594	20.892	13.307	2.85.628	3,562 80
Scottdale Connecting,	34,732	34,732	1	4,732	13.623	.....	.....	4,732 00
Sharpsville,	17,421	241,988	14	5,177	29.716	2.139	30.269	291 65
Sheffield and Tionesta,†	6,231	124,420	20	2,245	37.070	.....	.....	.....
Slate Run,	57,590	863,850	15	22,804	39.597	2.639	2.28.043	1,520 29
South Branch,	58,784	470,272	.....	17,886	32.866	5.790	.....	.....
Stewartstown,	20,331	.....	.....	9,877	.....	.....	.....	.....
Stony Creek,	382,970	3,365,769	9	44,699	11.672	1.328	2.17.799	4,438 82
Susquehanna and Buffalo,	298,301	447,451	.....	5,822	.....	.....	.....	.....
Tamaqua, Hazleton and Northern,	98,442	637,711	6	12,949	13.153	2.030	57.747	1,306 61
Tionesta Valley,	164,410	3,293,792	20	116,184	70.667	3.527	1.69.460	1,563 71
Tionesta Valley and Hickory,	32,223	161,115	5	4,527	14.050	2.810	45.270	905 49
Tionesta Valley and Salmon Creek,	26,839	161,034	6	7,990	29.773	4.961	3.19.600	1,331 66
Tuscarora Valley,	20,138	.....	.....	17,780	85.576	.....	.....	.....
Union,	13,239,299	.....	.....	1,947,975	13.680	.....	.....	21,240 59
Valley Connecting,	276,425	.....	.....	11.460	4.146	3.600	.....	13,326 19
Washington Run,	356,060	1,423,128	4	29,389	8.254	2.065	3.65.990	7,347 36
Waynesburg and Washington,	50,085	1,308,609	26	61,474	1.22.740	4.698	1.21.160	2,183 81
Western Maryland,	3,893,419	199,468,915	51	1,293,733	33.229	.649	1.63.643	7,949 22
Western New York and Pennsylvania h,	460,643	57,848,744	.....	252,221	54.754	.436	1.30.470	437 59
West Side Belt,	154,929	464,787	3	24,466	15.797	5.264	3.30.261	8,155 25
Wilkes-Barre and Eastern,	1,571,849	89,767,918	57	693,740	44.135	.773	1.75.030	7,987 80
Williamsport and North Branch,	152,121	4,687,877	31	81,709	53.517	1.743	1.67.350	1,541 68

Williams Valley,	24,603	295,236	12	13,158	53.480	4.456	27.429	1,096 48
York Southern a,	76,979	j 902,014	12	39,247	50.984	4.351	3.41.695	927 83
Total,	478,684,683	58,164,762,738	.....	$353,976,487	.....	.608	.....	.....

*Lessee's report .
†Operating figures for month of June only.
a See foot note "a," Table "F."
b See foot note "b," Table "F."
c See foot note "c," Table "G."
e See foot note "e," Table "E."
f See foot note "f," Table "E."
g See foot note "g," Table "E."
h See foot note "h," Table "E."

TABLE J—EARNINGS AND INCOME DURING THE YEAR.

Name of Company.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	Income from other sources, including interest on bonds, dividends on stock, rentals, etc.	Total earnings and income.
Allegheny Junction,	.....	$4,721	.....	$4,721	.....	$4,721
Allegheny and South Side,	.....	.....	$13,514	13,514	.....	13,514
Allegheny Valley h,	$90,319	202,923	3,218	296,460	$164	296,624
Allegheny Valley,	.....	.....	.....	.....	†1,201,430	1,201,430
Allegheny and Western,	.....	.....	.....	.....	251,000	251,000
Allentown,	.....	.....	.....	.....	6,175	6,175
Allentown Terminal,	.....	.....	.....	.....	40,500	40,500
Altoona and Beech Creek,	.....	.....	.....	.....	600	600
Bald Eagle Valley,	.....	.....	.....	.....	263,127	263,127
Baltimore and Cumberland Valley,	.....	.....	.....	.....	4,368	4,368
Baltimore and Cumberland Valley Extension,	.....	.....	.....	.....	32,700	32,700
Baltimore and Harrisburg,	135,151	205,081	.....	340,232	.....	340,232
Baltimore and Harrisburg Eastern Extension,	.....	.....	.....	.....	28,100	28,100
Baltimore and Harrisburg Western Extension,	.....	.....	.....	.....	12,000	12,000
Baltimore and Ohio,	11,443,769	35,670,662	.....	47,114,431	856,793	47,971,224
Baltimore and Philadelphia,	.....	.....	.....	.....	191,936	191,936
Bangor and Portland,	29,724	221,091	3,613	254,428	.....	254,428
Barclay,	4,202	22,550	5,794	32,546	5,101	37,647
Bare Rock,	1,922	5,299	.....	7,221	.....	7,221
Beaver and Elwood,	.....	.....	.....	.....	12,832	12,832
Bedford and Bridgeport,	.....	.....	.....	.....	110,779	110,779
Beech Creek,	.....	.....	.....	.....	451,933	451,933
Bellefonte Central,	11,324	30,074	1,075	42,473	.....	42,473
Belvidere-Delaware,	.....	.....	.....	.....	414,828	414,828
Berlin,	.....	.....	.....	.....	4,251	4,251
Berlin Branch,	2,047	4,138	119	6,304	34	6,338

Bessemer and Lake Erie e,	45,862	635,832	3,779	685,473	.....	685,473
Big Level and Kinzua,	.....	.....	.....	.....	2,494	2,494
Bloomsburg and Sullivan,	18,026	49,336	.....	67,362	673	68,035
Bradford, Bordell and Kinzua,	5,5396	32,993	.....	88,389	322	88,711
Bradford and Western Pennsylvania,	.....	5,187	.....	5,187	.....	5,187
Brookville,	200	3,613	.....	3,813	.....	3,813
Brownstone and Middletown,	641	4,740	2,876	8,257	.....	8,257
Buffalo, Rochester and Pittsburg,	779,915	4,783,954	102,698	5,666,567	26,926	5,693,493
Buffalo and Susquehanna,	115,970	597,100	8,896	721,966	6,427	728,393
Cambria and Clearfield,	.....	.....	.....	.....	132,009	132,009
Cammal and Black Forest,	240	32,086	.....	32,326	.....	32,326
Catasauqua and Fogelsville,	1,207	84,811	32	86,050	1,281	87,331
Catawissa,	.....	.....	.....	.....	171,053	171,053
Central Pennsylvania and Western,	7,793	16,090	119	24,002	.....	24,002
Central Railroad of New Jersey,	3,608,369	12,594,246	218,346	16,420,961	1,169,506	17,590,467
Central Railroad of Pennsylvania,	15,759	51,102	1,711	68,572	.....	68,572
Chartiers,	.....	.....	.....	.....	128,050	128,050
Chester Creek,	.....	.....	.....	.....	23,592	23,592
Chester and Delaware River,	.....	61,365	274	61,639	.....	61,639
Chestnut Hill,	.....	.....	.....	.....	7,539	7,539
Clearfield and Mahoning,	.....	.....	.....	.....	77,500	77,500
Clearfield Southern,	956	11,452	.....	12,408	.....	12,408
Cleveland and Pittsburg,	.....	.....	.....	.....	1,382,934	1,382,934
Colebrookdale,	.....	.....	.....	.....	17,286	17,286
Columbia and Port Deposit,	.....	.....	.....	.....	214,044	214,044
Connecting,	.....	.....	.....	.....	151,202	151,202
Cornwall,	16,878	82,561	5,357	104,796	1,650	106,446
Cornwall and Lebanon,	37,662	230,789	11,425	279,876	.....	279,876
Confluence and Oakland,	.....	.....	.....	.....	6,000	6,000
Coudersport and Port Allegheny,	29,652	83,632	.....	113,284	.....	113,284
Cresson and Irvona,	.....	.....	.....	.....	17,542	17,542
Cumberland Valley,	445,933	598,559	31,026	1,075,518	12,056	1,087,574
Cumberland Valley and Waynesboro,	.....	.....	.....	.....	1,000	1,000
Delaware and Hudson,	2,288,485	9,287,758	114,679	11,690,922	9,545	11,700,467
Delaware, Lackawanna and Western,	5,406,013	16,290,409	265,425	21,961,847	2,677,577	24,639,424
Delaware River Railroad and Bridge Co.,	.....	.....	.....	.....	148,846	148,846
Delaware, Susquehanna and Schuylkill,	6,334	1,138,664	264	1,145,262	.....	1,145,262
Dillsburg and Mechanicsburg,	.....	.....	.....	.....	3,423	3,423
Downingtown and Lancaster,	.....	.....	.....	.....	8,035	8,035
Dunkirk, Allegheny Valley and Pittsburg,*	106,730	160,129	765	267,624	.....	267,624
Eaglesmere,	.....	.....	.....	.....	5,000	5,000
East Broad Top,	19,798	66,164	817	86,779	.....	86,779
East Mahanoy,	.....	.....	.....	.....	27,919	27,919
East Pennsylvania,	.....	.....	.....	.....	136,609	136,609

TABLE J—EARNINGS AND INCOME DURING THE YEAR—Continued.

Name of Company.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	Income from other sources, including interest on bonds, dividends on stock, rentals, etc.	Total earnings and income.
Easton and Northern,	.....	.....	.....	.....	2,295	2,295
Ebensburg and Black Lick,	.....	.....	.....	.....	27,182	27,182
Eddystone and Delaware River,	.....	11,655	.....	11,655	.....	11,655
Elmira and Williamsport,	.....	.....	.....	.....	158,793	158,793
Ellwood Connecting,	.....	.....	.....	.....	5,452	5,452
Elk and Highland,	.....	24,493	.....	24,493	.....	24,493
Ellwood Short Line,	.....	.....	.....	.....	15,000	15,000
Emporium and Rich Valley,	296	22,957	.....	23,253	.....	23,253
Erie,	7,881,686	26,626,405	923,355	35,431,446	1,416,877	36,848,323
Erie and Pittsburg,	.....	.....	.....	.....	277,315	277,315
Erie and Wyoming Valley g,	39,387	566,719	18,386	624,492	35,019	659,511
Etna and Montrose,	.....	62,112	448	62,560	.....	62,560
Fair Hill,	.....	.....	.....	.....	14,659	14,659
Fairmont, Morgantown and Pittsburg,	.....	.....	.....	.....	147,968	147,968
Fall Brook,	.....	.....	.....	.....	175,000	175,000
Gettysburg and Harrisburg,	36,359	105,492	421	142,272	321	142,593
Glenwood,	.....	.....	.....	.....	26,674	26,674
Hanover and Newport,	.....	.....	7,052	7,052	.....	7,052
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	.....	.....	.....	.....	133,864	133,864
Hunter's Run and Slate Belt,	1,845	10,727	52	12,624	.....	12,624
Huntingdon and Broad Top Mountain,	73,771	615,866	3,339	692,976	17,021	709,997
Ironton,	2,158	139,748	.....	141,906	907	142,813
Jamestown and Franklin,	.....	.....	.....	.....	76,251	76,251
Johnsonburg,	.....	.....	.....	.....	22,259	22,259
Johnstown and Stony Creek,	.....	8,210	120	8,330	.....	8,330
Junction,	.....	.....	.....	.....	49,675	49,675

Kane and Elk,	.....	9,086	699	9,785	.....	9,785
Keating and Smethport,	.....	1,491	.....	1,491	.....	1,491
Kensington and Tacony,	.....	.....	.....	.....	15,576	15,576
Kinzua and Tiona,	.....	10,813	2,000	12,813	.....	12,813
Kishacoquillas Valley,	5,538	6,272	.....	11,810	.....	11,810
Kushequa,	.....	.....	.....	.....	9,598	9,598
Lackawanna and Montrose,	18,030	6,219	86	24,335	.....	24,335
Lancaster, Oxford and Southern,	5,343	9,665	.....	15,008	.....	15,008
Lancaster and Reading,	.....	.....	.....	.....	8,381	8,381
Lake Shore and Michigan Southern,	8,094,187	18,981,489	352,674	27,428,350	1,123,711	28,552,061
Leetonia,	.....	16,934	.....	16,934	189	17,123
Lehigh and Lackawanna,	.....	.....	.....	.....	18,000	18,000
Lehigh and New England,	13,187	72,527	591	86,305	.....	86,305
Lehigh and Susquehanna,	.....	.....	.....	.....	1,959,602	1,959,602
Lehigh Valley,	3,460,528	19,829,363	1,082,423	24,372,314	1,081,736	25,454,050
Lewisburg and Buffalo Valley,	.....	.....	.....	.....	1,200	1,200
Lewisburg and Tyrone,	.....	.....	.....	.....	31,787	31,787
Ligonier Valley,	33,891	39,745	167	73,803	.....	73,803
Little Schuylkill Navigation,	.....	.....	.....	.....	136,278	136,278
Lykens Valley,	.....	.....	.....	.....	35,577	35,577
McKeesport Connecting,	.....	61,106	.....	61,106	.....	61,106
McKeesport Terminal,	.....	11,944	.....	11,944	.....	11,944
Mahoning Valley,	.....	.....	.....	.....	15,000	15,000
Mahoning State Line,	.....	.....	.....	.....	261	261
Maryland and Pennsylvania b,	42,506	51,069	940	94,515	576	95,091
Meadville, Conneaut Lake and Linesville,	.....	.....	.....	.....	10,000	10,000
Mead Run,	.....	.....	.....	.....	8,590	8,590
Medix Run,	.....	1,558	.....	1,558	.....	1,558
Middletown and Hummelstown,	2,155	8,994	5	11,154	15	11,169
Mill Creek and Mine Hill,	.....	.....	.....	.....	36,300	36,300
Mine Hill and Schuylkill Haven,	.....	.....	.....	.....	273,279	273,279
Mohnsville and Adamstown,	4,890	.....	.....	4,890	.....	4,890
Monongahela Connecting,	.....	.....	330,984	330,984	.....	330,984
Mont Alto,	.....	.....	.....	.....	6,299	6,299
Montour,	14,508	42,096	2,282	58,886	.....	58,886
Mount Carbon and Port Carbon,	.....	.....	.....	.....	36,370	36,370
Mount Carmel and Natalie,	.....	.....	.....	.....	46,351	46,351
Mount Jewett, Kinzua and Riterville,	9,985	66,506	1,700	78,191	217	78,408
Mount Penn Gravity,	13,763	18	240	14,021	.....	14,021
Mount Pleasant and Broadford,	.....	.....	.....	.....	14,131	14,131
Mount Pleasant and Latrobe,	.....	4,371	.....	4,371	.....	4,371
Nesquehoning Valley,	.....	.....	.....	.....	78,913	78,913
Neversink Mountain,	8,721	34	83	8,838	.....	8,838
New Castle and Beaver Valley,	.....	.....	.....	.....	128,825	128,825

TABLE J—EARNINGS AND INCOME DURING THE YEAR—Continued.

Name of Company.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	Income from other sources, including interest on bonds, dividends on stock, rentals, etc.	Total earnings and income.
New Castle and Butler,	.....	9,296	.....	9,296	.....	9,296
New Haven and Dunbar,	.....	29,375	.....	29,375	.....	29,375
Newport and Sherman's Valley,	9,548	22,300	100	31,948	.....	31,948
New York Central and Hudson River,	19,883,455	34,810,513	1,725,286	56,419,254	4,515,364	60,934,618
New York, Chicago and St. Louis,	1,244,934	6,034,233	13,053	7,292,220	24,659	7,316,879
New York, Ontario and Western,	976,886	4,269,307	76,690	5,322,883	417,245	5,740,128
New York and Pennsylvania,	23,304	61,150	708	85,162	.....	85,162
New York, Susquehanna and Western,	414,716	1,370,116	6,786	1,791,618	180,551	1,972,169
Nittany Valley,	.....	917	351	1,268	.....	1,268
Norristown Junction,	.....	.....	.....	.....	2,541	2,541
Northern Central,	1,677,559	6,133,479	185,135	7,996,173	704,163	8,700,336
North Bend and Kettle Creek,	1,772	9,217	.....	10,989	5,905	16,894
North East Pennsylvania,	59,200	56,025	2	115,227	245	115,472
Northern Liberties,	.....	.....	54,006	54,006	.....	54,006
North Pennsylvania,	.....	.....	.....	.....	836,700	836,700
Ohio and Baltimore Short Line,	.....	.....	.....	.....	31,206	31,206
Ohio Connecting,	.....	.....	.....	.....	84,273	84,273
Ohio River Junction,	.....	10,213	.....	10,213	.....	10,213
Ontario, Carbondale and Scranton,	.....	.....	.....	.....	118,784	118,784
Pennsylvania,	24,025,589	70,508,266	1,352,329	95,886,184	5,787,273	101,673,457
Pennsylvania Company,	5,847,469	19,433,893	336,981	25,618,343	3,165,727	28,784,070
Pennsylvania and New York Canal and Railroad,	.....	.....	.....	.....	492,500	492,500
Pennsylvania and North Western,	62,394	589,334	17,192	668,920	4,708	673,628
People's,	.....	.....	.....	.....	15,992	15,992
Perkiomen,	52,122	321,015	674	373,811	923	374,734
Perry County,	9,601	10,104	.....	19,705	.....	19,705

Philadelphia and Baltimore Central,	.....	.....	.....	.....	143,676	143,676
Philadelphia Belt Line,	.....	.....	8,896	8,896	.....	8,896
Philadelphia, Bustleton and Trenton,	.....	.....	.....	.....	1,484	1,484
Philadelphia and Chester Valley,	6,923	54,994	.....	61,917	108	62,025
Philadelphia and Erie,	.....	.....	.....	.....	2,376,527	2,376,527
Philadelphia and Frankford,	.....	.....	.....	.....	35,430	35,430
Philadelphia, Germantown and Chestnut Hill,	.....	.....	.....	.....	54,854	54,854
Philadelphia, Germantown and Norristown,	.....	.....	.....	.....	279,321	279,321
Philadelphia, Harrisburg and Pittsburg,	.....	.....	.....	.....	210,714	210,714
Philadelphia, Newtown and New York,	49,585	49,744	660	99,989	496	100,485
Philadelphia and Reading,	5,034,388	22,470,735	147,308	27,652,431	726,748	28,379,179
Philadelphia and Reading Terminal,	.....	.....	.....	.....	450,149	450,149
Philadelphia and Trenton,	.....	.....	.....	.....	74,976	74,976
Philadelphia, Wilmington and Baltimore,	5,831,971	5,622,560	197,913	11,652,444	601,228	12,253,672
Pickering Valley,	.....	.....	.....	.....	2,272	2,272
Pine Creek,	.....	.....	.....	.....	245,000	245,000
Pittsburg, Allegheny and McKees Rocks,	.....	.....	79,442	79,442	.....	79,442
Pittsburg, Bessemer and Lake Erie,	163,090	1,580,007	11,013	1,754,110	.....	1,754,110
Pittsburg and Allegheny River,	.....	.....	314	314	.....	314
Pittsburg and Castle Shannon,	50,647	57,703	1,812	110,162	.....	110,162
Pittsburg, Chartiers and Youghiogheny,	10,936	178,284	1,020	190,240	1,329	191,569
Pittsburg, Cincinnati, Chicago and St. Louis,	6,683,801	15,914,053	244,478	22,842,332	107,976	22,950,308
Pittsburg and Connellsville,	.....	.....	.....	.....	1,763,065	1,763,065
Pittsburg and Eastern,	.....	.....	.....	.....	13,825	13,825
Pittsburg, Fort Wayne and Chicago,	.....	.....	.....	.....	3,678,797	3,678,797
Pittsburg, Johnstown, Ebensburg and Eastern,	31,137	46,388	8,966	86,491	.....	86,491
Pittsburg Junction,	10,146	399,300	1,600	411,046	.....	411,046
Pittsburg and Lake Erie,	846,317	6,581,812	27,014	7,455,143	10	7,455,153
Pittsburg, Lisbon and Western,	14,399	48,695	.....	63,094	2,192	65,286
Pittsburg, McKeesport and Youghiogheny,	.....	.....	.....	.....	508,505	508,505
Pittsburg and Moon Run,	2,245	32,455	.....	34,700	.....	34,700
Pittsburg and Ohio Valley,	.....	.....	17,302	17,302	.....	17,302
Pittsburg, Shawmut and Northern,	72,048	377,972	56,769	506,789	9,435	516,224
Pittsburg, Virginia and Charleston,	.....	.....	.....	.....	985,153	985,153
Pittsburg and Western,	484,017	1,618,750	184,341	2,287,108	3,073	2,290,181
Pittsburg, Youngstown and Ashtabula,	.....	.....	.....	.....	812,971	812,971
Quakertown and Eastern,	2,915	33,044	.....	35,959	.....	35,959
Reading and Columbia,	108,694	191,228	818	300,740	1,167	301,907
Reynoldsville and Falls Creek,	.....	180,104	966	181,070	.....	181,070
Ridgway and Clearfield,	.....	.....	.....	.....	57,774	57,774
River Front,	.....	.....	.....	.....	34,355	34,355
Rochester, Beaver Falls and Western,	.....	.....	.....	.....	171	171
Rupert and Bloomsburg,	2,707	5,594	.....	8,301	16	8,317
Salisbury,	.....	.....	.....	.....	71,483	71,483
Scalp Level,	.....	.....	.....	.....	136,735	136,735

TABLE J—EARNINGS AND INCOME DURING THE YEAR—Continued.

Name of Company.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	Income from other sources, including interest on bonds, dividends on stock, rentals, etc.	Total earnings and income.
Schuylkill and Juniata,	.....	.....	.....	.....	1,551,761	1,551,761
Schuylkill and Lehigh,	.....	.....	.....	.....	28,606	28,606
Schuylkill and Lehigh Valley,	.....	.....	.....	.....	100,000	100,000
Schuylkill River East Side,	.....	.....	.....	.....	359,960	359,960
Schuylvill Valley Navigation Railroad,	.....	.....	.....	.....	31,789	31,789
Scranton and Spring Brook,	.....	8,562	.....	8,562	.....	8,562
Scottdale Connecting,	.....	4,732	.....	4,732	.....	4,732
Shamokin, Sunbury and Lewisburg,	.....	.....	.....	.....	242,215	242,215
Shamokin Valley and Pottsville,	.....	.....	.....	.....	200,414	200,414
Sharon,	.....	.....	.....	.....	51,317	51,317
Sharpsville,	3,765	5,177	11,967	20,909	7	20,916
Shenango Valley,	.....	.....	.....	.....	11,268	11,268
Sheffield and Tionesta,‡	.....	2,245	.....	2,245	.....	2,245
Slack Water Connecting,	.....	.....	.....	.....	650	650
Slate Run,	.....	22,804	446	23,250	.....	23,250
Smethport,	.....	.....	.....	.....	2,746	2,746
Smithfield and Masontown,	.....	.....	.....	.....	3,896	3,896
Somerset and Cambria,	.....	.....	.....	.....	93,380	93,380
South Branch,	558	17,886	.....	18,444	.....	18,444
South Fork,	.....	.....	.....	.....	89,318	89,318
South Shore,	.....	.....	16,353	16,353	.....	16,353
Southwest Pennsylvania,	.....	.....	.....	.....	213,717	213,717
Southwest Connecting,	.....	634	.....	634	.....	634
Southern Pennsylvania Railway and Mining Co.,	.....	.....	.....	.....	5,597	5,597
State Line and Sullivan,	.....	.....	.....	.....	53,039	53,039
Stewart,	.....	.....	.....	.....	5,801	5,801
Stewartstown,	3,276	9,917	222	13,415	.....	13,415

Stony Creek,	14,983	44,699	222	59,904	1,485	61,389
Susquehanna and Buffalo,	100	5,822	.....	5,922	.....	5,922
Susquehanna Connecting,	.....	.....	.....	.....	19,250	19,250
Tamaqua, Hazleton and Northern,	.....	12,949	2,000	14,949	.....	14,949
Tionesta Valley,	10,194	116,184	.....	126,378	.....	126,378
Tionesta Valley and Hickory,	.....	4,527	.....	4,527	.....	4,527
Tionesta Valley and Salmon Creek,	.....	7,990	.....	7,990	.....	7,990
Trenton-Delaware Bridge Company,	.....	.....	.....	.....	49,206	49,206
Tuscarora Valley,	7,474	17,780	.....	25,254	.....	25,254
Tyrone and Clearfield,	.....	.....	.....	.....	118,018	118,018
Union,	268	1,947,975	693	1,948,936	35,405	1,984,341
Ursina and North Fork,	55	1,657	.....	1,712	.....	1,712
Valley Connecting,	.....	11,460	.....	11,460	.....	11,460
Washington and Franklin,	.....	.....	.....	.....	17,020	17,020
Washington Run,	5,610	29,389	.....	34,999	561	35,560
Waynesburg and Washington,	55,830	61,474	1,533	118,837	493	119,330
West Chester,	.....	.....	.....	.....	12,965	12,965
Western Maryland,	400,859	1,294,849	.....	1,695,708	32,957	1,728,665
Western New York and Pennsylvania h,	107,992	252,221	4,746	364,959	1,387	366,346
Western New York and Pennsylvania,	.....	.....	.....	.....	†393,642	393,642
Western Pennsylvania,	.....	.....	.....	.....	299,145	299,145
West Side Belt,	3,988	24,466	2,011	30,465	.....	30,465
Wheeling, Pittsburg and Baltimore,	.....	.....	.....	.....	265,927	265,927
Wilkes-Barre and Eastern,	17,365	693,740	2,163	713,268	.....	713,268
Wilkes-Barre and Scranton,	.....	.....	.....	.....	51,175	51,175
Williamsport and North Branch,	33,026	81,709	261	114,996	.....	114,996
Williams Valley,	9,461	13,158	.....	22,619	.....	22,619
Wilmington and Northern,	.....	.....	.....	.....	99,566	99,566
York, Hanover and Frederick,	.....	.....	.....	.....	5,640	5,640
York Southern,	20,518	39,247	.....	59,765	.....	59,765
Youghiogheny Northern,	.....	.....	.....	.....	94,063	94,063
Total,	$118,878,848	$354,550,223	$8,326,411	$481,755,482	$52,459,145	$534,214,627

*Lessee's report.
†Income received from lease of road, etc., for eleven months ending June 30, 1901.
‡Income received from operating for one month only.
a See foot note "a," Table "F."
b See foot note "b," Table "F."
c Income from lease of road for month of June.
d See foot note "m," Table "F."
e See foot note "e," Table "E."
f See foot note "f," Table "E."
g See foot note "g," Table "E."
h See foot note "h," Table "E."

TABLE K—EXPENSES DURING THE YEAR.

Name of Company.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Total operating expenses.
Allegheny Junction,	43	41	3,302	620	4,006
Allegheny and South Side,	.....	1,881	11,348	1,256	14,485
Allegheny Valley h,	66,988	43,305	90,534	8,690	209,517
Baltimore and Harrisburg,	44,351	20,440	124,698	2,232	191,721
Baltimore and Ohio,	5,721,695	6,104,310	18,019,019	1,201,207	31,046,231
Bangor and Portland,	41,556	15,778	79,875	7,021	144,230
Barclay,	7,489	2,492	10,996	6,696	27,673
Bare Rock,	1,702	398	1,797	3,786	7,683
Bellefonte Central,	6,308	6,325	14,192	5,210	32,035
Berlin Branch,	2,477	280	2,893	228	5,878
Bessemer and Lake Erie e,	83,430	67,798	180,806	19,885	351,919
Bloomsburg and Sullivan,	10,606	2,968	19,380	1,224	34,178
Bradford, Bordell and Kinzua,	16,852	14,010	38,278	5,908	75,048
Bradford and Western Pennsylvania,	2,072	427	1,571	582	4,652
Brookville,	745	.....	2,780	288	3,813
Brownstone and Middletown,	1,479	1,909	4,609	373	8,370
Buffalo, Rochester and Pittsburg,	570,836	694,546	1,870,523	134,372	3,270,277
Buffalo and Susquehanna,	97,627	79,667	174,231	57,882	409,407
Cammal and Black Forest,	11,312	5,137	3,161	2,083	21,693
Catasauqua and Fogelsville,	13,739	5,410	17,393	45	36,587
Central Pennsylvania and Western,	8,158	5,406	11,862	2,630	28,056
Central Railroad of New Jersey,	1,555,645	1,741,414	5,574,211	419,069	9,290,339
Central Railroad of Pennsylvania,	11,506	1,789	25,628	9,459	48,382
Chester and Delaware River,	11,624	4,922	21,683	6	38,235
Clearfield Southern,	1,706	314	4,064	206	6,290
Cornwall,	10,880	8,261	31,140	5,293	55,574

Cornwall and Lebanon,	28,343	16,812	101,875	9,865	156,895
Coudersport and Port Allegheny,	34,597	2,301	28,392	4,009	69,299
Cumberland Valley,	293,712	105,445	377,595	42,023	818,775
Delaware and Hudson,	1,095,624	1,037,199	3,894,249	134,738	6,161,810
Delaware, Lackawanna and Western,	3,455,066	2,596,100	7,544,323	356,909	13,952,398
Delaware, Susquehanna and Schuylkill,	66,325	92,255	774,944	59,676	993,200
Dunkirk, Allegheny Valley and Pittsburg,*	78,963	21,841	99,040	5,766	205,610
East Broad Top,	20,474	16,955	28,482	7,190	73,101
Eddystone and Delaware River,	283	31	1,680	986	2,980
Elk and Highlands,	5,219	4,690	11,626	475	22,010
Emporium and Rich Valley,	1,791	6,659	8,508	1,345	18,303
Erie,	3,855,900	5,456,603	14,267,295	821,976	24,401,774
Erie and Wyoming Valley g	146,506	76,722	144,419	19,116	386,763
Etna and Montrose,	6,910	13,008	15,055	4,976	39,949
Gettysburg and Harrisburg,	29,564	15,491	47,104	298	92,457
Hanover and Newport,	3,169	.....	.....	.....	3,169
Hunter's Run and Slate Belt,	6,123	1,524	4,697	1,604	13,948
Huntingdon and Broad Top Mountain,	63,672	40,266	167,534	38,599	310,071
Ironton,	15,763	12,905	29,797	4,729	63,194
Johnstown and Stony Creek,	2,219	872	2,969	1,859	7,919
Kane and Elk,	2,816	1,510	4,194	54	8,574
Keating and Smethport,	574	.....	677	59	1,310
Kinzua and Tiona,	2,761	886	7,223	2,512	13,382
Kishacoquillas Valley,	4,262	475	4,529	848	10,114
Lackawanna and Montrose,	5,673	299	13,994	327	20,293
Lancaster, Oxford and Southern,	3,856	1,733	6,620	2,633	14,842
Lake Shore and Michigan Southern,	3,180,905	4,473,206	9,457,474	379,220	17,490,805
Leetonia,	3,545	2,259	6,621	4,078	16,503
Lehigh and New England,	21,634	11,482	45,277	6,855	85,248
Lehigh Valley,	4,241,717	4,448,244	9,958,739	735,146	19,383,846
Ligonier Valley,	26,329	3,287	14,067	9,485	53,168
McKeesport Connecting,	4,615	6,520	46,798	1,751	59,684
McKeesport Terminal,	864	1,806	4,177	63	6,910
Maryland and Pennsylvania b	13,533	5,131	37,868	5,536	62,068
Medix Run,	178	12	177	1,882	2,249
Middletown and Hummelstown,	4,028	1,423	5,489	6	10,946
Mohnsville and Adamstown,	.....	.....	5,465	.....	5,465
Monongahela Connecting,	8,588	20,676	156,181	19,291	204,736
Montour,	27,207	17,361	14,992	10,199	69,759
Mount Jewett, Kinzua and Riterville,	20,149	19,826	45,811	928	86,714
Mount Penn Gravity,	1,151	814	5,819	383	8,167
Mount Pleasant and Latrobe,	1,960	102	2,214	95	4,371
Neversink Mountain,	1,803	1,250	7,664	2,707	13,424
New Castle and Butler,	1,007	3,167	6,038	.....	10,212

TABLE K—EXPENSES DURING THE YEAR—Continued.

Name of Company.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Total operating expenses.
New Haven and Dunbar,	10,999	6,730	15,956	4,369	398,045
Newport and Sherman's Valley,	10,472	3,152	9,754	1,943	25,321
New York Central and Hudson River,	6,710,193	6,718,145	21,428,065	1,298,300	36,154,703
New York, Chicago and St. Louis,	850,026	876,934	3,690,376	105,285	5,522,621
New York, Ontario and Western,	759,915	686,725	2,046,278	145,423	3,638,341
New York and Pennsylvania,	52,722	7,126	26,627	6,459	92,934
New York, Susquehanna and Western,	170,707	188,272	628,372	18,712	1,006,063
Nittany Valley,	269	121	504	624	1,518
Northern Central,	1,060,514	1,328,615	3,052,825	157,511	5,599,465
North Bend and Kettle Creek,	3,061	6,200	10,109	1,131	20,501
North East Pennsylvania,	24,891	17,597	44,409	205	87,102
Northern Liberties,	5,009	3,459	21,901	499	30,868
Ohio River Junction,	3,041	948	3,067	4,473	11,529
Pennsylvania,	12,081,154	14,425,808	33,403,719	2,203,451	62,114,132
Pennsylvania Company,	3,607,177	4,089,507	8,944,240	448,617	17,089,541
Pennsylvania and North Western,	87,803	92,468	191,957	25,802	398,045
Perkiomen,	66,582	42,962	109,642	948	220,134
Perry County,	4,425	1,898	6,345	1,040	13,708
Philadelphia Belt Line,	2,369	.....	3,105	1,960	7,434
Philadelphia and Chester Valley,	13,691	6,456	20,671	28	40,846
Philadelphia, Newtown and New York,	25,506	11,475	37,410	676	75,067
Philadelphia and Reading,	2,602,166	3,475,569	8,646,621	1,018,564	15,742,920
Philadelphia, Wilmington and Baltimore,	1,823,948	1,383,406	4,512,627	248,486	7,968,467
Pittsburg, Allegheny and McKees Rocks,	.....	.....	79,206	.....	79,206

TABLE K—EXPENSES DURING THE YEAR—Continued.

Name of Company.	Other expenses, as per deductions from income.	Total expenditures for the year.	Total amount of dividends paid during the year.	Surplus for the year ending June 30, 1901, after deducting dividends.	Deficit for the year ending June 30, 1901, after deducting dividends.
Allegheny Junction,	66	4,072	.....	649	.....
Allegheny and South Side,	152	14,637	.....	1,123	.....
Allegheny Valley h	87,347	296,864	.....	.....	240
Allegheny Valley ||	1,066,610	1,066,610	.....	134,820	.....
Allegheny and Western,	80,000	80,000	171,000	.....	.....
Allentown,	179	179	.....	5,996	.....
Allentown Terminal,	18,000	18,000	22,500	.....	.....
Altoona and Beech Creek,	600	600	.....	.....	.....
Bald Eagle Valley,	41,240	41,240	140,625	81,262	.....
Baltimore and Cumberland Valley,	4,368	4,368	.....	.....	.....
Baltimore and Cumberland Valley Extension,	13,800	13,800	18,900	.....	.....
Baltimore and Harrisburg,	39,611	231,332	36,000	72,899	.....
Baltimore and Harrisburg, Eastern Extension,	28,100	28,100	.....	.....	.....
Baltimore and Harrisburg, Western Extention,	12,000	12,000	.....	.....	.....
Baltimore and Ohio,	12,236,008	43,282,239	3,300,000	1,388,985	.....
Baltimore and Philadelphia,	251,456	251,456	.....	.....	59,520
Bangor and Portland,	44,677	188,907	66,300	.....	779
Barclay,	2,866	30,539	.....	7,108	.....
Bare Rock,	.....	7,683	.....	.....	461
Beaver and Elwood,	6,008	6,008	.....	.....	6,824
Bedford and Bridgeport,	91,809	91,809	.....	18,970	.....
Beech Creek,	225,333	225,333	226,600	.....	.....
Bellefonte Central,	7,827	39,862	.....	2,612	.....
Belvidere-Delaware,	199,122	199,122	62,650	153,057	.....
Berlin,	284	284	.....	3,967	.....
Berlin Branch,	3,021	8,899	.....	.....	3,284

TABLE K—EXPENSES DURING THE YEAR—Continued.

Name of Company.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Total operating expenses.
Williams Valley.	2,280	1,774	10,933	1,440	16,427
York Southern a	11,508	6,719	22,898	2,898	44,023
Total,	62,169,364	67,209,708	174,790,342	11,142,493	315,311,907

*Lessee's report.
†Road operated for month of June only.
a See foot note "a," Table "F."
b See foot note "b," Table "F."
e See foot note "e," Table "E."
f See foot note "f," Table "E."
g See foot note "g," Table "E."
h See foot note "h," Table "E."

TABLE K—EXPENSES DURING THE YEAR—Continued.

Name of Company.	Other expenses, as per deductions from income.	Total expenditures for the year.	Total amount of dividends paid during the year.	Surplus for the year ending June 30, 1901, after deducting dividends.	Deficit for the year ending June 30, 1901, after deducting dividends.
Allegheny Junction,	66	4,072	.....	649	.....
Allegheny and South Side,	152	14,637	.....	1,123	.....
Allegheny Valley h	87,347	296,864	.....	.....	240
Allegheny Valley ‖	1,066,610	1,066,610	.....	134,820	.....
Allegheny and Western,	80,000	80,000	171,000	.....	.....
Allentown,	179	179	.....	5,996	.....
Allentown Terminal,	18,000	18,000	22,500	.....	.....
Altoona and Beech Creek,	600	600	.....	.....	.....
Bald Eagle Valley,	41,240	41,240	140,625	81,262	.....
Baltimore and Cumberland Valley,	4,368	4,368	.....	.....	.....
Baltimore and Cumberland Valley Extension,	13,800	13,800	18,900	.....	.....
Baltimore and Harrisburg,	39,611	231,332	36,000	72,899	.....
Baltimore and Harrisburg, Eastern Extension,	28,100	28,100	.....	.....	.....
Baltimore and Harrisburg, Western Extention,	12,000	12,000	.....	.....	.....
Baltimore and Ohio,	12,236,008	43,282,239	3,300,000	1,388,985	.....
Baltimore and Philadelphia,	251,456	251,456	.....	.....	59,520
Bangor and Portland,	44,677	188,907	66,300	.....	779
Barclay,	2,866	30,539	.....	7,108	.....
Bare Rock,	.....	7,683	.....	.....	461
Beaver and Elwood,	6,008	6,008	.....	.....	6,824
Bedford and Bridgeport,	91,809	91,809	.....	18,970	.....
Beech Creek,	225,333	225,333	226,600	.....	.....
Bellefonte Central,	7,827	39,862	.....	2,612	.....
Belvidere-Delaware,	199,122	199,122	62,650	153,057	.....
Berlin,	284	284	.....	3,967	.....
Berlin Branch,	3,021	8,899	.....	.....	3,284

TABLE K—EXPENSES DURING THE YEAR—Continued.

Name of Company.	Other expenses, as per deductions from income.	Total expenditures for the year.	Total amount of dividends paid during the year.	Surplus for the year ending June 30, 1901, after deducting dividends.	Deficit for the year ending June 30, 1901, after deducting dividends.
Bessemer and Lake Erie e	356,269	708,188	145,000	.....	167,715
Big Level and Kinzua,	2,933	2,933	.....	.....	439
Bloomsburg and Sullivan,	25,244	59,422	.....	8,613	.....
Bradford, Bordell and Kinzua,	24,298	99,346	.....	.....	10,634
Bradford and Western Pennsylvania,	88	4,740	.....	446	.....
Brookville,	.....	3,813	.....	.....	.....
Brownstone and Middletown,	168	8,538	.....	.....	281
Buffalo, Rochester and Pittsburg,	1,737,912	5,008,189	480,000	205,304	.....
Buffalo and Susquehanna,	105,438	514,845	138,850	74,698	.....
Bustleton d	675	675	.....	.....	8,909
Cambria and Clearfield,	79,644	79,644	.....	52,365	.....
Cammal and Black Forest,	495	22,188	.....	10,138	.....
Catasauqua and Fogelsville,	9,314	45,901	29,883	11,547	.....
Catawissa,	10,418	10,418	167,660	7,026	.....
Central Pennsylvania and Western,	31,575	59,631	.....	.....	35,629
Central Railroad of New Jersey,	5,377,886	14,668,225	1,360,515	1,561,727	.....
Central Railroad of Pennsylvania,	54,384	102,766	.....	.....	35,194
Chartiers,	40,879	40,879	45,171	42,000	.....
Chester Creek,	12,492	12,492	11,100	.....	.....
Chester and Delaware River,	1,211	39,446	.....	22,193	.....
Chestnut Hill,	300	300	7,239	.....	.....
Clearfield and Mahoning,	32,500	32,500	45,000	.....	.....
Clearfield Southern,	4,800	11,090	.....	1,318	.....
Cleveland and Pittsburg,	596,941	596,941	786,925	932	.....
Colebrookdale,	36,329	36,329	.....	.....	19,043
Columbia and Port Deposit,	86,463	86,463	50,000	77,582	.....

Connecting,	74,504	74,504	.....	76,698	.....
Cornwall,	3,544	59,118	32,000	15,328	.....
Cornwall and Lebanon,	47,812	204,707	44,000	31,169	.....
Confluence and Oakland,	6,000	6,000	.....	.....	.....
Coudersport and Port Allegheny,	16,080	85,379	24,650	3,254	.....
Cresson and Irvona,	22,438	22,438	.....	.....	4,896
Cumberland Valley,	60,757	879,532	142,228	65,814	.....
Cumberland Valley and Waynesboro,	.....	.....	.....	1,000	.....
Delaware and Hudson,	2,642,521	8,804,331	.....	2,896,136	.....
Delaware, Lackawanna and Western,	7,528,218	21,480,616	1,834,000	1,324,808	.....
Delaware River Railroad and Bridge Co.,	60,477	60,477	52,000	36,369	.....
Delaware, Susquehanna and Schuylkill,	45,847	1,039,047	.....	106,215	.....
Dillsburg and Mechanicsburg,	6,244	6,244	.....	.....	2,820
Downingtown and Lancaster,	15,948	15,948	.....	.....	7,912
Dunkirk, Allegheny Valley and Pittsburg,*	16,074	221,684	.....	45,940	.....
Eaglesmere,	4,080	4,080	.....	920	.....
East Broad Top,	1,850	74,951	.....	.....	10,716
East Mahanoy,	2,489	2,489	24,888	543	.....
East Pennsylvania,	32,782	32,782	103,827	.....	.....
Easton and Northern,	2,295	2,295	.....	.....	.....
Ebensburg and Black Lick,	7,486	7,486	.....	19,697	.....
Eddystone and Delaware River,	5,217	8,197	2,000	1,458	.....
Elmira and Williamsport,	98,771	98,771	60,000	22	.....
Elk and Highlands,	225	22,235	.....	2,258	.....
Ellwood Connecting,	287	287	.....	5,166	.....
Ellwood Short Line,	15,000	15,000	.....	.....	.....
Emporium and Rich Valley,	596	18,899	.....	4,354	.....
Erie,	9,623,393	34,025,167	.....	2,823,156	.....
Erie and Pittsburg,	137,156	137,156	140,000	159	.....
Erie and Wyoming Valley g	131,759	518,522	.....	140,989	.....
Etna and Montrose,	10,992	50,941	.....	11,620	.....
Fair Hill,	8,659	8,659	6,000	.....	.....
Fairmount, Morgantown and Pittsburg,	143,031	143,031	.....	4,937	.....
Fall Brook,	15,967	15,967	147,500	11,533	.....
Gettysburg and Harrisburg,	33,669	126,126	.....	16,467	.....
Glenwood,	24,124	24,124	.....	2,551	.....
Hanover and Newport,	373	3,542	.....	3,509	.....
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	44,820	44,820	82,779	6,265	.....
Hunter's Run and Slate Belt,	970	14,918	.....	.....	2,294
Huntingdon and Broad Top Mountain,	127,378	437,449	120,000	152,548	.....
Irontón,	2,914	66,108	90,000	.....	12,972
Jamestown and Franklin,	58,211	58,211	.....	18,040	.....
Johnsonburg,	13,389	13,389	.....	8,870	.....
Johnstown and Stony Creek,	619	8,538	.....	.....	208

TABLE K—EXPENSES DURING THE YEAR—Continued.

Name of Company.	Other expenses, as per deductions from income.	Total expenditures for the year.	Total amount of dividends paid during the year.	Surplus for the year ending June 30, 1901, after deducting dividends.	Deficit for the year ending June 30, 1901, after deducting dividends.
Junction,	34,675	34,675	15,000	.....	.....
Kane and Elk,	.....	8,574	.....	1,211	.....
Keating and Smethport,	.....	1,310	.....	181	.....
Kensington and Tacony,	1,340	1,340	14,236	.....	.....
Kinzua and Tiona,	226	13,608	.....	.....	794
Kinzua Hemlock,	1,075	1,075	.....	.....	1,075
Kishacoquillas Valley,	203	10,317	.....	.....	.....
Kushequa,	38	38	.....	9,561	.....
Lackawanna and Montrose,	358	20,651	3,915	.....	230
Lancaster, Oxford and Southern,	131	14,973	.....	35	.....
Lancaster and Reading,	2,052	2,052	.....	6,330	.....
Lake Shore and Michigan Southern,	3,919,784	21,410,589	3,516,005	3,625,467	.....
Leetonia,	259	16,762	.....	361	.....
Lehigh and Lackawanna,	18,000	18,000	.....	.....	.....
Lehigh and New England,	37,763	123,011	.....	.....	36,706
Lehigh and Susquehanna,†	.....	.....	.....	.....	.....
Lehigh Valley,	7,210,019	26,593,865	.....	.....	1,139,815
Lewisburg and Buffalo Valley,	.....	.....	1,200	.....	.....
Lewisburg and Tyrone,	20,576	20,576	.....	11,212	.....
Ligonier Valley,	6,208	59,376	16,000	.....	1,573
Little Schuylkill Navigation,	4,728	4,728	136,831	.....	5,209
Lykens Valley,	4,890	4,890	30,000	686	.....
McKeesport Connecting,	797	60,481	.....	626	.....
McKeesport Terminal,	.....	6,910	.....	5,034	.....
Mahoning Valley,	13,135	13,135	1,865	.....	.....
Mahoning State Line,	261	261	.....	.....	.....

Maryland and Pennsylvania,**	23,920	85,988	.....	9,103	.....
Meadville, Conneaut Lake and Linesville,	10,000	10,000	.....	.....	.....
Mead Run,	.....	.....	.....	8,590	.....
Medix Run,	.....	2,249	.....	690	.....
Middletown and Hummelstown,	199	11,145	.....	24	.....
Mill Creek and Mine Hill,	3,695	3,695	32,338	268	.....
Mine Hill and Schuylkill Haven,	30,817	30,817	231,561	10,902	.....
Mohnsville and Adamstown,	.....	5,465	.....	.....	575
Monongahela Connecting,	43,831	248,567	.....	82,417	.....
Monongahela and Washingtgon i	799	799	.....	.....	.....
Mont Alto,	753	753	.....	5,546	.....
Montour,	699	70,458	.....	.....	11,572
Montrose b	.....	.....	.....	.....	.....
Mount Carbon and Port Carbon,	3,224	3,224	32,753	393	.....
Mount Carmel and Natalie,	58,292	58,292	.....	.....	11,941
Mount Jewett, Kinzua and Riterville,	22,976	109,690	.....	.....	31,282
Mount Penn Gravity,	6,333	14,500	.....	.....	480
Mount Pleasant and Broadford,	420	420	.....	13,711	.....
Mount Pleasant and Latrobe,	.....	4,371	.....	.....	.....
Nesquehoning Valley,	7,983	7,983	70,930	.....	.....
Neversink Mountain,	583	14,007	.....	.....	5,169
New Castle and Beaver Valley,	63,310	63,310	84,000	.....	18,485
New Castle and Butler,	.....	10,212	.....	.....	916
New Haven and Dunbar,	.....	38,054	.....	.....	8,679
Newport and Sherman's Valley,	10,950	36,271	.....	.....	4,323
New York Central and Hudson River,	17,244,034	53,398,737	5,750,000	1,785,881	.....
New York, Chicago and St. Louis,	1,129,706	6,652,327	470,000	194,552	.....
New York, Ontario and Western,	1,222,555	4,860,896	.....	879,232	.....
New York and Pennsylvania,	22,323	115,257	.....	.....	30,095
New York, Susquehanna and Western,	819,525	1,825,588	.....	146,581	.....
Nittany Valley,	4,727	6,245	.....	.....	4,977
Norristown Junction,	2,242	2,242	.....	299	.....
Northern Central,	2,203,047	7,802,512	916,980	.....	19,155
North Bend and Kettle Creek,	.....	20,501	.....	.....	3,608
North East Pennsylvania,	55,140	142,242	.....	.....	26,770
Northern Liberties,	17,067	47,925	.....	6,082	.....
North Pennsylvania,	459,000	459,000	377,000	.....	.....
Ohio and Baltimore Short Line,	13,400	13,400	.....	17,806	.....
Ohio Connecting,	50,733	50,733	33,000	17,733	.....
Ohio River Junction,	.....	11,529	.....	.....	1,315
Ontario, Carbondale and Scranton,	77,815	77,815	.....	40,969	.....
Pennsylvania,	28,742,003	90,856,135	9,089,078	1,728,244	.....
Pennsylvania Company,	9,400,327	26,489,868	.....	2,294,202	.....
Pennsylvania and New York Canal and Railroad,	492,500	492,500	.....	.....	.....

TABLE K—EXPENSES DURING THE YEAR—Continued.

Name of Company.	Other expenses, as per deductions from income.	Total expenditures for the year.	Total amount of dividends paid during the year.	Surplus for the year ending June 30, 1901, after deducting dividends.	Deficit for the year ending June 30, 1901, after deducting dividends.
Pennsylvania and North Western,	188,628	586,673	90,000	.....	3,044
People's,	2,512	2,512	7,500	1,536	.....
Perkiomen,	111,000	331,134	.....	43,599	.....
Perry County,	7,905	21,613	.....	1,908	.....
Philadelphia and Baltimore Central,	172,016	172,016	.....	.....	28,339
Philadelphia Belt Line,	462	7,896	1,000	.....	.....
Philadelphia, Bustleton and Trenton,	1,201	1,201	.....	283	.....
Philadelphia and Chester Valley,	19,698	60,544	.....	1,481	.....
Philadelphia and Delaware County j	9,771	9,771	.....	.....	13,291
Philadelphia and Erie,	1,848,318	1,848,318	168,000	360,210	.....
Philadelphia and Frankford,	21,970	21,970	.....	13,460	.....
Philadelphia, Germantown and Chestnut Hill,	67,774	67,774	.....	.....	12,920
Philadelphia, Germantown and Norristown,	5,593	5,593	303,332	.....	29,604
Philadelphia, Harrisburg and Pittsburg,	110,714	110,714	100,000	.....	.....
Philadelphia, Newtown and New York,	19,461	94,528	.....	5,957	.....
Philadelphia and Reading,	12,069,638	27,812,558	.....	566,621	.....
Philadelphia and Reading Terminal,	450,149	450,149	.....	.....	.....
Philadelphia and Trenton,	25,566	25,566	49,410	.....	.....
Philadelphia, Wilmington and Baltimore,	3,241,357	11,209,824	827,355	216,494	.....
Pickering Valley,	23,371	23,371	.....	.....	21,099
Pine Creek,	210,000	210,000	35,000	11,450	.....
Pittsburg, Allegheny and McKees Rocks,	.....	79,206	.....	236	.....
Pittsburg, Bessemer and Lake Erie f	461,404	1,510,206	35,069	208,835	.....
Pittsburg and Allegheny River,	.....	12,724	.....	.....	12,409
Pittsburg and Castle Shannon,	25,554	94,494	.....	15,668	.....
Pittsburg, Chartiers and Youghiogheny,	35,695	160,512	.....	31,057	.....

Pittsburg, Cincinnati, Chicago and St. Louis,	5,168,412	20,890,935	907,670	1,151,703	.....
Pittsburg and Connellsville,	1,721,102	1,721,102	.....	41,962	.....
Pittsburg and Eastern,	275	275	13,825	.....	275
Pittsburg, Fort Wayne and Chicago,	523,210	523,210	2,872,666	282,921	.....
Pittsburg, Johnstown, Ebensburg and Eastern,	600	48,987	.....	37,505	.....
Pittsburg Junction,	125,702	306,679	16,800	87,567	.....
Pittsburg and Lake Erie,	837,259	6,555,983	400,000	499,170	.....
Pittsburg, Lisbon and Western,	9,456	53,685	.....	11,601	.....
Pittsburg, McKeesport and Youghiogheny,	270,926	270,926	237,579	.....	.....
Pittsburg and Moon Run,	6,466	32,302	.....	2,397	.....
Pittsburg and Northern,	.....	741	.....	.....	741
Pittsburg and Ohio Valley,	694	10,973	.....	6,328	.....
Pittsburg, Shawmut and Northern,	284,011	554,566	.....	.....	38,342
Pittsburg, Virginia and Charleston,	263,000	263,000	264,065	458,089	.....
Pittsburg and Western,	828,472	2,168,448	.....	121,733	.....
Pittsburg, Youngstown and Ashtabula,	254,785	254,785	198,752	359,434	.....
Pomeroy and Newark, c	1,594	1,594	.....	.....	6,118
Quakertown and Eastern,	12,663	29,044	.....	7,132	.....
Reading and Columbia,	119,696	316,985	.....	.....	15,078
Reynoldsville and Falls Creek,	11,200	137,835	.....	43,235	.....
Ridgway and Clearfield,	28,314	28,314	29,460	.....	.....
River Front,	19,255	19,255	15,000	100	.....
Rochester, Beaver Falls and Western,	655	655	.....	.....	484
Rupert and Bloomsburg,	232	8,574	.....	.....	257
Salisbury,	11,310	11,310	.....	60,173	.....
Scalp Level,	67,198	67,198	.....	69,537	.....
Schuylkill and Juniata,	568,596	568,596	247,080	736,085	.....
Schuylkill and Lehigh,	25,606	25,606	3,000	.....	.....
Schuylkill and Lehigh Valley,	100,000	100,000	.....	.....	.....
Schuylkill River, East Side,	261,796	261,796	.....	98,164	.....
Schuylkill Valley Navigation Railroad,	2,765	2,765	28,803	221	.....
Scranton and Spring Brook,	96	10,496	.....	.....	1,933
Scottdale Connecting,	.....	6,658	.....	.....	1,925
Shamokin, Sunbury and Lewisburg,	122,215	122,215	120,000	.....	.....
Shamokin Valley and Pottsville,	147,978	147,978	52,167	269	.....
Sharon,	18,660	18,660	31,970	687	.....
Sharpsville,	1,413	26,955	.....	.....	6,039
Shenango Valley,	6,761	6,761	.....	4,507	.....
Sheffield and Tionesta,#	.....	4,730	.....	.....	2,485
Slack Water Connecting,	50	50	.....	600	.....
Slate Run	144	41,853	.....	.....	18,603
Smethport,	.....	.....	.....	2,746	.....
Smithfield and Masontown,	223	223	.....	3,674	.....
Somerset and Cambria,	32,880	32,880	.....	60,500	.....

TABLE K—EXPENSES DURING THE YEAR—Continued.

Name of Company.	Other expenses, as per deductions from income.	Total expenditures for the year.	Total amount of dividends paid during the year.	Surplus for the year ending June 30, 1901, after deducting dividends.	Deficit for the year ending June 30, 1901, after deducting dividends.
South Branch,	2,689	12,018	.....	6,426	.....
South Fork,	71,447	71,447	.....	17,872	.....
South Shore,	.....	20,412	.....	.....	4,059
South-west Pennsylvania,	123,984	123,984	149,990	.....	60,257
South-west Connecting,	.....	634	.....	.....	.....
Southern Pennsylvania Railway and Mining Co.,	44,419	44,419	.....	.....	38,822
State Line and Sullivan,	37,457	37,457	.....	15,581	.....
Stewart,	3,481	3,481	.....	2,320	.....
Stewartstown,	770	10,405	2,800	210	.....
Stony Creek,	1,485	31,083	.....	4,072	.....
Susquehanna and Buffalo,	.....	7,763	.....	.....	1,840
Susquehanna Connecting,	19,250	19,250	.....	.....	.....
Tamaqua, Hazleton and Northern,	15,252	29,788	.....	.....	14,839
Tionesta Valley,	1,814	126,680	.....	.....	302
Tionesta Valley and Hickory,	63	4,573	.....	.....	46
Tionesta Valley and Salmon Creek,	611	7,896	.....	93	.....
Trenton Cut-off,	500	500	.....	.....	500
Trenton-Delaware Bridge Company,	34,163	34,163	11,956	3,087	.....
Tuscarora Valley,	11,138	24,077	.....	1,177	.....
Tyrone and Clearfield,	58,018	58,018	50,000	10,000	.....
Union,	373,452	1,548,133	.....	436,209	.....
Ursini and North Fork,	114	1,635	.....	78	.....
Valley Connecting,	136	10,260	1,200	179	.....
Washington and Franklin,	11,418	11,418	5,602	.....	.....
Washington Run,	3,876	24,405	.....	11,154	.....
Waynesburg and Washington,	18,418	89,625	12,033	17,673	.....

West Chester,	4,715	4,715	8,250	.....	.....
Western Maryland,	382,403	1,489,687	.....	238,979	.....
Western New York and Pennsylvania h	72,772	396,547	.....	.....	30,200
Western New York and Pennsylvania ||	877,593	877,593	.....	.....	483,951
Western Pennsylvania,	192,645	192,645	106,500	.....	.....
West Side Belt,	21,844	39,135	.....	.....	8,671
Wheeling, Pittsburg and Baltimore,	282,413	282,413	.....	.....	16,486
Wilkes-Barre and Eastern,	341,560	713,268	.....	.....	.....
Wilkes-Barre and Scranton,	26,175	26,175	25,000	.....	.....
Williamsport and North Branch,	34,858	110,278	.....	.....	.....
Williams Valley,	6,372	22,799	.....	4,718	180
Wilmington and Northern,	46,561	46,561	52,500	505	.....
York, Hanover and Frederick,	13,682	13,682	.....	.....	8,042
York Southern, a	16,725	60,748	.....	.....	983
Youghiogheny, Northern,	2,023	2,023	89,000	3,040	.....
Total,	151,847,265	467,159,172	38,610,816	29,089,267	2,637,678

*Lessee's Report.
†Income from lease of road paid to Lehigh Coal and Navigation Company.
‡In operation from June 21 to 30, 1900.
‡‡Road operated for month of June only.
§Deductions from income for month of June.
||Deductions from income for 11 months, ending June 30, 1901.
**See foot note "b," Table "F."
a See foot note "a," Table "F."
b Deficit from operating, $10,675.68.
c Deficit from operating, $4,724.78.
d Deficit from operating, $8,234.53.
e See foot note "e," Table "E."
f See foot note "f," Table "F."
g See foot note "g," Table "E."
h See foot note "h," Table "E."
i Deficit from operating, $8,114.42.
j Deficit from operating, $3,520.04.

TABLE L—ACCIDENTS.

Name of Company.	Passengers.		Employes.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allegheny and South Side,	....	....	....	....	1	....	1	....
Allegheny Valley g,	....	....	....	9	3	2	3	11
Baltimore and Harrisburg,	....	....	....	2	....	3	....	5
Baltimore and Ohio,	3	100	148	2,037	219	372	370	2,509
Bangor and Portland,	....	1	1	3	1	....	2	4
Bellefonte Central,	....	1	....	....	....	....	....	1
Bradford, Bordell and Kinzua,	....	....	2	2	....	1	2	3
Brookville,	....	....	....	1	....	....	....	1
Buffalo, Rochester and Pittsburg,	....	4	10	403	14	24	24	431
Buffalo and Susquehanna,	....	....	3	12	1	....	4	12
Central Railroad of New Jersey,	3	180	34	534	66	118	103	832
Chester and Delaware River,	....	....	....	4	....	1	....	5
Cornwall,	....	....	....	1	....	....	....	1
Cornwall and Lebanon,	....	....	....	5	....	....	....	5
Cumberland Valley,	....	....	2	3	4	....	6	3
Delaware and Hudson,	....	14	13	113	49	37	62	164
Delaware, Lackawanna and Western,	1	46	54	303	64	57	119	406
Delaware, Susquehanna and Schuylkill,	....	....	2	10	1	4	3	14
Dunkirk, Allegheny Valley and Pittsburg,*	....	2	1	8	1	3	2	13
Emporium and Rich Valley,	....	....	....	1	....	....	....	1
Erie,	9	162	53	1,914	147	218	209	2,294
Erie and Wyoming Valley f,	....	....	....	12	1	1	1	13
Gettysburg and Harrisburg,	....	....	....	4	1	2	1	6
Huntingdon and Broad Top Mountain,	....	....	5	28	2	3	7	31
Johnstown and Stony Creek,	....	....	....	2	....	....	....	2
Kinzua and Tiona,	....	....	1	1	....	....	1	1
Lake Shore and Michigan Southern,	....	43	35	238	131	129	166	410
Lehigh and New England,	....	....	....	....	17	10	17	10
Lehigh Valley,	....	13	45	142	68	73	113	228
Ligonier Valley,	....	....	....	....	....	2	....	2
McKeesport Connecting,	....	....	....	3	....	....	....	3
Middletown and Hummelstown,	....	....	....	2	....	2	....	4

STATION AT WILKES-BARRE, PA.

Lehigh Valley Railroad Company.

Monongahela Connecting,	....	....	2	57	2	3	4	60
Mount Jewett, Kinzua and Riterville,	....	....	2	4	....	1	2	5
New York Central and Hudson River,	7	198	118	531	283	241	408	970
New York, Chicago and St. Louis,	....	11	13	330	20	30	33	371
New York, Ontario and Western,	1	12	5	21	11	12	17	45
New York, Susquehanna and Western,	....	3	2	10	3	12	5	25
Northern Central,	....	4	6	71	15	17	21	92
Northern Liberties,	....	....	2	....	....	3	2	3
Pennsylvania,	28	524	217	4,733	392	557	637	5,814
Pennsylvania Company,	7	60	47	1,544	94	163	148	1,767
Pennsylvania and Northwestern,	....	....	2	5	....	1	2	6
Perkiomen,	....	1	1	4	4	1	5	6
Philadelphia, Newtown and New York,	....	1	....	6	1	2	1	9
Philadelphia and Reading,	16	215	65	642	138	161	219	1,018
Philadelphia, Wilmington and Baltimore,	4	113	14	95	72	118	90	326
Pittsburg, Bessemer and Lake Erie,	1	5	2	41	4	6	7	52
Pittsburg and Castle Shannon,	....	....	1	....	....	....	1	....
Pittsburg, Chartiers and Youghiogheny,	....	....	....	3	2	5	2	8
Pittsburg, Cincinnati, Chicago and St. Louis,	4	48	53	1,441	105	130	162	1,619
Pittsburg, Johnstown, Ebensburg and Eastern,	....	....	....	1	1	1	1	2
Pittsburg Junction,	....	....	1	3	....	....	1	3
Pittsburg and Lake Erie,	1	7	8	27	43	42	52	76
Pittsburg, Lisbon and Western,	....	1	....	....	....	....	....	1
Pittsburg, Shawmut and Northern,	....	....	....	3	2	2	2	5
Pittsburg and Western,	....	3	4	15	11	13	15	31
Quakertown and Eastern,	....	....	1	....	....	....	1	....
Reading and Columbia,	....	1	....	8	2	2	2	11
Reynoldsville and Falls Creek,	....	....	2	1	2	....	4	1
Rupert and Bloomsburg,	....	....	....	4	....	....	....	4
Tionesta Valley,	....	....	....	....	1	....	1	....
Union,	....	....	4	19	1	1	5	20
Washington Run,	....	....	....	....	....	1	....	1
Waynesburg and Washington,	....	....	1	1	....	....	1	1
Western Maryland,	1	6	2	31	5	9	8	46
Western New York and Pennsylvania g,	....	1	1	6	2	5	3	12
West Side Belt,	....	....	....	1	....	....	....	1
Wilkes-Barre and Eastern,	....	....	2	....	....	....	2	....
Williamsport and North Branch,	....	....	....	1	....	....	....	1
Total,	86	1,780	987	15,456	2,007	2,601	3,080	19,837

*Lessee's report.
a See foot note "b," Table "F."
e See foot note "e," Table "E."
f See foot note "g," Table "E."
g See foot note "h," Table "E."

COMPARATIVE STATEMENT OF RAILWAY CAPITAL FOR FIVE YEARS, NOT INCLUDING CURRENT LIABILITIES.

Name of Company.	1896-7.	1897-8.	1898-9.	1899-0.	1900-1.
Addison and Pennsylvania,	$1,146,592	$1,146,592	.....	.....	.....
Allegheny Junction,	.....	.....	$5,000	$5,000	$5,000
Allegheny and Kinzua,	785,000	.....	.....	.....	.....
Allegheny and South Side,	5,329	2,329	.....	.....	.....
Allegheny Terminal,	.....	.....	.....	150,000	150,000
Allegheny Valley,	43,965,503	43,965,754	43,969,291	44,414,439	44,413,598
Allegheny and Western,	.....	.....	.....	4,850,000	4,850,000
Allentown,	1,268,885	1,268,885	1,268,884	1,268,884	1,268,884
Allentown Terminal,	900,000	900,000	900,000	900,000	900,000
Altoona and Beech Creek,	98,850	99,600	99,600	99,600	99,600
Altoona and Philipsburg Connecting,	419,400	469,400	404,400	.....	.....
Arnot and Pine Creek,	255,000	255,000	255,000	255,000	255,000
Bald Eagle Valley,	1,867,000	1,863,000	1,859,000	1,855,000	1,851,000
Baldwin and Mifflin Connecting,	.....	.....	.....	25,000	.....
Baltimore and Cumberland Valley,	159,500	149,500	149,500	149,500	149,500
Baltimore and Cumberland Valley Extension,	500,000	500,000	500,000	500,000	500,000
Baltimore and Harrisburg,	1,410,000	1,410,000	1,410,000	1,410,000	1,410,000
Baltimore and Harrisburg, Eastern Extension,	.....	175,000	185,950	175,000	175,000
Baltimore and Harrisburg, Western Extension,	480,000	480,000	480,000	480,000	480,000
Baltimore and Ohio,	114,896,500	115,597,500	115,597,500	291,164,998	305,371,797
Baltimore and Philadelphia,	9,836,850	9,840,000	9,836,900	9,840,000	9,840,000
Bangor and Portland,	441,100	440,100	441,100	890,000	890,000
Barclay,	1,076,000	1,076,000	1,076,000	1,076,000	1.076,000
Bare Rock,	19,950	19,950	19,900	19,900	19,900
Beaver and Elwood,	100,000	100,000	100,000	300,000	300,000
Beaver Meadow, Tresckow and New Boston,	36,000	36,000	.....	.....	.....
Bedford and Bridgeport,	2,300,000	2,300,000	2,300,000	2,300,000	2,300,000
Beech Creek,	11,000,000	11,000,000	11,165,000	11,165,000	11,165,000
Bellefonte Central,	534,500	534,500	535,500	537,000	537,000
Belvidere-Delaware,	4,028,000	4,010,000	4,002,000	4,002,000	4,002,000
Berlin,	148,521	50,000	50,000	50,000	50,000
Berlin Branch,	86,095	91,042	91,042	91,042	91,042
Bessemer and Lake Erie,	.....	.....	.....	.....	100,000

Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,882,550	1,882,550	1,882,550	1,882,550	1,882,550
Hunter's Run and Slate Belt,	59,600	59,600	59,600	59,600	59,600
Huntingdon and Broad Top Mountain,	5,652,250	5,652,250	5,652,250	6,478,250	6,381,250
Ironton,	200,000	200,000	200,000	222,858	200,000
Jamestown and Franklin,	1,405,243	1,405,243	1,405,243	1,405,243	1,405,243
Jefferson,	5,195,450	5,195,450	5,195,450	5,195,450	5,195,450
Johnsonburg,	400,000	400,000	400,000	400,000	400,000
Johnsonburg and Bradford,	840,000	840,000	840,000	840,000	840,000
Johnstown and Stony Creek,	91,500	91,500	91,500	91,500	91,500
Junction,	975,000	975,000	975,000	982,000	975,000
Kane and Elk,	75,000	75,000	75,000	75,000	75,000
Keating and Smethport,	.....	.....	.....	.....	10,000
Ketner, St. Mary's and Shawmut,	30,900	30,900	30,900	30,900	.....
Kensington and Tacony,	355,900	355,900	355,900	355,900	355,900
Kersey,	.....	.....	.....	.....	150,000
Kinzua Creek and Kane,	80,600	80,600	.....	.....	.....
Kinzua Hemlock,	112,100	120,568	112,100	112,000	112,100
Kinzua and Tiona,	.....	80,000	.....	.....	55,000
Kinzua Valley,	105,000	105,000	105,000	105,000	105,000
Kishacoquillas Valley,	73,175	72,175	71,675	91,925	91,925
Kish Waukee Mineral Spring,	15,000	15,000	15,000	.....	.....
Kushequa,	.....	.....	47,400	110,700	110,700
Lackawanna and Montrose,	130,500	130,500	130,500	130,500	130,500
Lancaster, Oxford and Southern,	119,686	119,686	119,686	119,686	119,686
Lancaster and Reading,	350,000	350,000	700,000	350,000	350,000
Lake Shore and Michigan Southern,	98,136,000	98,292,000	98,489,000	98,688,000	100,741,000
Lawrenceville Terminal,	.....	.....	.....	5,000	.....
Lehigh and Lackawanna,	970,500	970,500	970,500	970,500	970,500
Lehigh and New England,	1,903,000	1,903,000	1,951,000	1,951,000	1,501,000
Lehigh and Susquehanna,	15,464,994	15,508,463	15,529,887	15,559,295	15,559,295
Lehigh Valley,	75,850,100	80,366,100	81,191,100	81,866,100	87,416,100
Leetonia,	.....	.....	.....	64,500	64,500
Lewisburg and Tyrone,	1,494,175	1,494,175	1,494,175	1,494,175	1,494,175
Lewisburg and Buffalo Valley,	.....	.....	.....	48,500	48,500
Ligonier Valley,	235,000	235,000	235,000	235,000	235,000
Little Saw Mill Run,	284,625	.....	.....	.....	.....
Little Schuylkill Navigation,	2,487,850	2,487,850	2,487,850	2,487,850	2,487,850
Loyalsock,	300,000	300,000	300,000	300,000	300,000
Lykens Valley,	600,000	600,000	600,000	600,000	600,000
McKeesport Connecting,	40,000	40,000	40,000	40,000	40,000
McKeesport Terminal,	12,000	12,000	12,000	12,000	12,000
Mahoning Valley,	45,000	45,000	45,000	45,000	45,000
Mahoning State Line,	100,000	100,000	100,000	100,000	100,000
Maryland and Pennsylvania,	.....	.....	.....	.....	3,302,450

COMPARATIVE STATEMENT OF RAILWAY CAPITAL FOR FIVE YEARS, NOT INCLUDING CURRENT LIABILITIES. —Continued.

Name of Company.	1896-7.	1897-8.	1898-9.	1899-0.	1900-1.
Delaware River Railroad and Bridge Company,	2,600,000	2,600,000	2,600,000	2,600,000	2,600,000
Delaware, Susquehanna and Schuylkill,	2,100,000	2,100,000	,100,000	2,100,000	2,050,000
Dillsburg and Mechanicsburg,	189,800	189,800	189,800	189,800	189,800
Downingtown and Lancaster,	705,650	705,650	705,650	705,650	705,650
Dunkirk, Allegheny and Pittsburg,	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000
Eaglesmere,	123,999	112,000	112,000	133,500	133,500
East Broad Top,	1,357,478	1,357,478	1,358,478	1,358,478	1,357,990
East Mahanoy,	497,750	479,750	497,750	497,750	497,750
East Pennsylvania,	2,225,450	2,225,450	2,225,450	2,225,450	2,225,450
Easton and Northern,	351,000	351,000	351,000	351,000	351,000
Ebensburg and Black Lick,	450,000	450,000	450,000	450,000	510,000
Eddystone and Delaware River,	.....	.....	.....	32,500	32,500
Elmira and Williamsport,	2,533,000	2,533,000	2,533,000	2,533,000	2,533,000
Elk and Highland,	.....	.....	51,000	51,000	58,000
Ellwood Connecting,	50,000	50,000	50,000	50,000	50,000
Ellwood Short Line,	600,000	600,000	600,000	600,000	540,000
Emporium and Rich Valley,	85,000	85,000	85,000	85,000	85,000
Engleside,	30,000	30,000	30,000	30,000	30,000
Erie,	276,462,305	301,358,710	303,082,221	305,284,636	346,134,115
Erie and Pittsburg,	5,393,400	5,393,400	5,758,000	5,758,000	5,758,000
Erie and Wyoming Valley,	4,500,000	4,500,000	4,500,000	4,500,000	4,500,000
Etna and Montrose,	60,000	48,000	48,000	60,000	60,000
Fair Hill,	333,000	333,000	333,000	333,000	333,000
Fairmount, Morgantown and Pittsburg,	6,000,000	6,000,000	600,000	6,000,000	6,000,000
Fall Brook,	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Falls Creek,	30,000	.....	.....	.....	.....
Fayette County,	107,400	107,400	107,400	107,400	107,400
Galeton and Eastern,	.....	.....	25,000	50,000	.....
Gettysburg and Harrisburg,	1,165,000	1,165,000	1,165,000	1,165,000	1,165,000
Gleenwood,	20,000	20,000	20,000	20,000	20,000
Hanover and Newport,	50,000	50,000	50,000	50,000	50,000
Hanover and York,	325,000	.....	.....	.....	.....

New York, Lake Erie and Western Coal,	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000
New York, Lackawanna and Western of Pennsylvania,	12,000	12,000	12,000	12,000	12,000
New York and North Pennsylvania,	100,000	100,000	.....	.....	.....
New York, Ontario and Western,	72,195,686	72,111,483	73,625,983	73,555,983	75,537,983
New York and Pennsylvania,	842,000	290,300	920,000	978,400	1,000,000
New York, Susquehanna and Western,	38,904,000	38,873,000	38,843,000	38,823,000	38,829,651
Nittany Valley,	150,000	150,000	150,000	150,000	150,000
Norristown Junction,	58,000	57,000	57,000	57,000	57,000
Northern Central,	21,432,150	21,294,150	21,147,150	23,807,450	21,040,300
North Bend and Kettle Creek,	75,000	75,000	75,000	75,000	75,000
North East Pennsylvania,	800,000	800,000	800,000	800,000	800,000
Northern Liberties,	.....	5,000	5,000	5,000	5,000
North Pennsylvania,	11,920,800	11,920,850	12,222,850	12,222,850	12,234,850
North and West Branch,	3,000,000	3,000,000	3,000,000	3,000,000	.....
Nypano,	48,000,000	48,000,000	48,000,000	48,000,000	48,000,000
Ohio and Baltimore Short Line,	790,000	790,000	790,000	790,000	790,000
Ohio Connecting,	660,000	660,000	660,000	660,000	720,000
Ohio River Junction,	.....	.....	100,000	100,000	250,000
Olean, Oswayo and Eastern,	.....	.....	.....	.....	3,000,000
Ontario, Carbondale and Scranton,	3,000,000	3,000,000	3,000,000	3,000,000	.....
Oregon and Texas,	30,000	26,000	.....	.....	.....
Penn Gas and Coal Company's Railroad,	377,887	377,887	377,887	.....	.....
Pennsylvania,	212,965,199	212,935,199	212,906,199	235,089,710	289,701,835
Pennsylvania Company,	45,634,092	47,199,103	46,993,627	49,072,893	59,512,718
Pennsylvania and New York Canal and Railroad,	11,061,700	11,061,700	11,061,700	11,061,700	11,061,700
Pennsylvania and Northwestern,	.....	4,997,000	3,497,000	4,497,000	4,497,000
Pennsylvania Schuylkill Valley,	14,117,450	14,117,450	14,117,450	14,117,450	.....
Pennsylvania and North Western,	4,497,000	.....	.....	.....	.....
People's,	136,000	136,000	136,000	136,000	136,000
Perkiomen,	1,963,000	1,963,000	1,962,100	1,962,100	3,424,600
Perry County,	221,700	222,900	222,900	222,000	222,900
Philadelphia and Baltimore Central,	4,699,220	4,699,215	4,699,215	4,699,193	4,699,151
Philadelphia Belt Line,	200,000	200,000	200,000	200,000	200,000
Philadelphia, Bustleton and Trenton,	.....	436,450	436,450	436,450	436,450
Philadelphia and Chester Valley,	1,135,610	1,135,610	1,135,610	1,135,610	1,135,610
Philadelphia and Delaware County,	534,750	534,750	534,750	534,750	534,750
Philadelphia and Erie,	30,184,000	30,208,000	30,208,000	30,208,000	30,208,000
Philadelphia and Frankford,	997,000	997,000	997,000	1,000,000	1,000,000
Philadelphia, Germantown and Chestnut Hill,	2,526,000	2,526,000	2,526,000	2,526,000	2,526,000
Philadelphia, Germantown and Norristown,	2,246,900	2,246,900	2,469,000	2,246,900	2,246,900
Philadelphia, Harrisburg and Pittsburg,	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000
Philadelphia, Newtown and New York,	2,981,000	3,033,000	3,042,000	3,042,000	3,042,000
Philadelphia and Reading,	87,684,952	87,684,952	87,683,952	87,683,952	87,683,952
Philadelphia and Reading Terminal,	8,500,000	8,500,000	8,500,000	8,500,000	8,500,000

COMPARATIVE STATEMENT OF RAILWAY CAPITAL FOR FIVE YEARS, NOT INCLUDING CURRENT LIABILITIES. —Continued.

Name of Company.	1896-7.	1897-8.	1898-9.	1899-0.	1900-1.
Meadville, Conneaut Lake and Linesville,	400,000	400,000	400,000	400,000	400,000
Medix Run,	72,837	70,200	70,200	70,200	70,200
Mead Run,	.....	30,700	41,050	45,950	45,950
Middletown and Hummelstown,	175,000	175,000	175,000	175,000	175,000
Mifflin and Centre County,	367,775	.....	.....	.....	.....
Mill Creek and Mine Hill,	323,375	323,375	323,375	323,375	323,375
Millersburg,	.....	.....	.....	.....	20,000
Mine Hill and Schuylkill Haven,	4,210,200	4,210,200	4,210,200	4,210,200	4,210,200
Mohnsville and Adamstown,	28,600	69,616	72,426	72,663	72,852
Monongahela Connecting,	650,000	650,000	650,000	650,000	1,435,000
Monongahela and Washington,	.....	.....	.....	110,000	110,000
Mont Alto,	235,000	235,000	235,000	235,000	235,000
Montour,	200,000	200,000	200,000	100,000	100,000
Montrose,	307,427	307,427	304,900	307,427	304,900
Moosic Mountain and Carbondale,	.....	.....	.....	.....	150,000
Mount Carbon and Port Carbon,	282,350	304,214	300,131	282,350	282,350
Mount Carmel and Natalie,	350,000	350,000	350,000	350,000	350,000
Mount Jewett, Cleremont and Northern,	350,000	350,000	350,000	.....	.....
Mount Jewett, Kinzua and Riterville,	130,000	130,000	110,000	100,000	100,000
Mount Jewett and Smethport,	150,000	.....	.....	.....	.....
Mount Penn Gravity,	199,400	199,400	199,400	199,400	199,400
Mount Pleasant and Broadford,	150,500	150,500	150,500	150,450	150,450
Mount Pleasant and Latrobe,	13,000	13,000	13,000	13,000	13,000
Nescopec,	459,000	459,000	459,000	259,000	.....
Nesquehoning Valley,	1,418,600	1,418,600	1,418,600	1,418,600	1,418,600
Neversink Mountain,	159,000	159,000	159,000	159,000	159,000
New Castle and Beaver Valley,	700,000	700,000	700,000	700,000	700,000
New Catle and Butler,	20,000	20,000	20,000	20,000	38,322
New Castle and Shenango Valley,	542,450	542,450	550,000	550,000	.....
New Haven and Dunbar,	8,000	8,000	8,000	8,000	8,000
Newport and Sherman's Valley,	267,368	321,418	321,418	321,418	321,468
New York Central and Hudson River,	*170,377,334	*281,490,988	*285,212,631	300,751,021	308,772,941
New York, Chicago and St. Louis,	49,425,000	49,425,000	49,425,000	49,425,000	49,425,000

New York, Lake Erie and Western Coal,	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000
New York, Lackawanna and Western of Pennsylvania,	12,000	12,000	12,000	12,000	12,000
New York and North Pennsylvania,	100,000	100,000	.....	.....	.....
New York, Ontario and Western,	72,195,686	72,111,483	73,625,983	73,555,983	75,537,983
New York and Pennsylvania,	842,000	290,300	920,000	978,400	1,000,000
New York, Susquehanna and Western,	38,904,000	38,873,000	38,843,000	38,823,000	38,829,631
Nittany Valley,	150,000	150,000	150,000	150,000	150,000
Norristown Junction,	58,000	57,000	57,000	57,000	57,000
Northern Central,	21,432,150	21,294,150	21,147,150	23,807,450	21,040,300
North Bend and Kettle Creek,	75,000	75,000	75,000	75,000	75,000
North East Pennsylvania,	800,000	800,000	800,000	800,000	800,000
Northern Liberties,	.....	5,000	5,000	5,000	5,000
North Pennsylvania,	11,920,800	11,920,850	12,222,850	12,222,850	12,234,850
North and West Branch,	3,000,000	3,000,000	3,000,000	3,000,000	.....
Nypano,	48,000,000	48,000,000	48,000,000	48,000,000	48,000,000
Ohio and Baltimore Short Line,	790,000	790,000	790,000	790,000	790,000
Ohio Connecting,	660,000	660,000	660,000	660,000	720,000
Ohio River Junction,	.....	.....	100,000	100,000	250,000
Olean, Oswayo and Eastern,	.....	.....	.....	.....	3,000,000
Ontario, Carbondale and Scranton,	3,000,000	3,000,000	3,000,000	3,000,000	.....
Oregon and Texas,	30,000	26,000	.....	.....	.....
Penn Gas and Coal Company's Railroad,	377,887	377,887	377,887	.....	.....
Pennsylvania,	212,965,199	212,935,199	212,906,199	235,089,710	289,701,835
Pennsylvania Company,	45,634,092	47,199,103	46,993,627	49,072,893	59,512,718
Pennsylvania and New York Canal and Railroad,	11,061,700	11,061,700	11,061,700	11,061,700	11,061,700
Pennsylvania and Northwestern,	.....	4,997,000	3,497,000	4,497,000	4,497,000
Pennsylvania Schuylkill Valley,	14,117,450	14,117,450	14,117,450	14,117,450	.....
Pennsylvania and North Western,	4,497,000	.....	.....	.....	.....
People's,	136,000	136,000	136,000	136,000	136,000
Perkiomen,	1,963,000	1,963,000	1,962,100	1,962,100	3,424,600
Perry County,	221,700	222,900	222,900	222,000	222,900
Philadelphia and Baltimore Central,	4,699,220	4,699,215	4,699,215	4,699,193	4,699,191
Philadelphia Belt Line,	200,000	200,000	200,000	200,000	200,000
Philadelphia, Bustleton and Trenton,	.....	436,450	436,450	436,450	436,450
Philadelphia and Chester Valley,	1,135,610	1,135,610	1,135,610	1,135,610	1,135,610
Philadelphia and Delaware County,	534,750	534,750	534,750	534,750	534,750
Philadelphia and Erie,	30,184,000	30,208,000	30,208,000	30,208,000	30,208,000
Philadelphia and Frankford,	997,000	997,000	997,000	1,000,000	1,000,000
Philadelphia, Germantown and Chestnut Hill,	2,526,000	2,526,000	2,526,000	2,526,000	2,526,000
Philadelphia, Germantown and Norristown,	2,246,900	2,246,900	2,469,000	2,246,900	2,246,900
Philadelphia, Harrisburg and Pittsburg,	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000
Philadelphia, Newtown and New York,	2,981,000	3,033,000	3,042,000	3,042,000	3,042,000
Philadelphia and Reading,	87,684,952	87,684,952	87,683,952	87,683,952	87,683,952
Philadelphia and Reading Terminal,	8,500,000	8,500,000	8,500,000	8,500,000	8,500,000

COMPARATIVE STATEMENT OF RAILWAY CAPITAL FOR FIVE YEARS, NOT INCLUDING CURRENT LIABILITIES. —Continued.

Name of Company.	1896-7.	1897-8.	1898-9.	1899-0.	1900-1.
Philadelphia and Trenton,	1,259,100	1,259,100	1,259,100	1,259,100	1,259,100
Philadelphia, Wilmington and Baltimore,	17,549,350	17,549,350	17,549,350	16,749,350	16,749,350
Pickering Valley,	427,955	427,955	438,955	427,955	427,955
Pine Creek,	4,500,000	4,500,000	4,500,000	4,500,000	4,500,000
Pittsburg Bessemer and Lake Erie,	17,977,560	21,252,125	23,694,755	24,709,514	27,900,708
Pittsburg and Allegheny River,	.....	.....	30,000	30,000	30,000
Pittsburg, Allegheny and McKee's Rocks,	.....	.....	.....	30,000	30,000
Pittsburg and Castle Shannon,	697,837	697,550	700,262	694,105	693,152
Pittsburg, Chartiers and Youghiogheny,	1,369,000	1,365,100	1,324,000	1,324,000	1,324,000
Pittsburg, Cincinnati, Chicago and St. Louis,	96,225,021	96,285,881	96,314,890	98,173,909	97,959,399
Pittsburg and Connellsville,	21,604,315	22,604,315	22,604,325	15,944,652	15,944,652
Pittsburg and Eastern,	535,000	515,000	495,000	395,000	395,000
Pittsburg, Fort Wayne and Chicago,	51,007,686	51,285,286	51,620,586	52,445,486	53,448,086
Pittsburg, Johnstown, Ebensburg and Eastern,	.....	.....	.....	900,000	1,200,300
Pittsburg Junction,	3,680,000	3,680,000	3,680,000	3,680,000	3,680,000
Pittsburg and Lake Erie,	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000
Pittsburg, Lisbon and Western,	300,000	300,000	300,000	300,000	300,000
Pittsburg, McKeesport and Youghiogheny,	7,709,650	7,709,650	7,709,650	7,709,650	7,709,650
Pittsburg and Moon Run,	200,000	200,000	200,000	200,000	200,000
Pittsburg and Northern,	150,000	150,000	150,000	150,000	150,000
Pittsburg and Ohio Valley,	.....	.....	.....	60,000	60,000
Pittsburg, Shawmut and Northern,	.....	.....	.....	10,000,000	12,000,000
Pittsburg, Virginia and Charleston,	7,201,450	7,201,750	7,201,900	7,203,300	7,203,400
Pittsburg and Western,	27,431,105	28,292,756	28,223,531	28,152,046	28,072,847
Pittsburg, Youngstown and Ashtabula,	6,095,342	6,095,342	6,095,342	6,095,342	6,095,342
Plymouth,	12,050	12,050	12,050	12,050	12,050
Pomeroy and Newark,	500,000	500,000	500,000	500,000	500,000
Quakertown and Eastern,	.....	.....	360,000	360,000	360,000
Reading and Columbia,	2,958,373	2,958,373	2,958,373	2,958,373	2,958,373
Reading, Marietta and Hanover,	250,000	250,000	250,000	250,000	250,000
Reynoldsville and Falls Creek,	.....	370,000	370,000	370,000	370,000

Williamsport and North Branch,	2,350,362	2,350,362	2,350,362	1,825,362	1,825,362
Williams Valley,	177,000	177,000	177,000	177,000	177,000
Wilmington and Northern,	2,120,550	2,118,550	2,090,050	2,304,000	2,304,000
Wind Gap and Delaware,	100,000	100,000	100,000	100,000	100,000
York, Hanover and Frederick,	550,000	550,000	550,000	550,000	550,000
York Southern,	1,011,702	1,002,117	999,950	999,950	999,950
Youghiogheny Northern,	400,000	400,000	400,000	400,000	400,000
Youghiogheny and Wick Haven,	.....	18,000	.....	18,000	18,000
Totals,	$2,236,426,745	$2,385,646,133	$2,410,491,279	$2,665,804,458	$2,794,180,738

*Taken from report of Inter-State Commerce Commission.

COMPARATIVE STATEMENT OF RAILWAY CAPITAL FOR FIVE YEARS, NOT INCLUDING CURRENT LIABILITIES. —Continued.

Name of Company.	1896-7.	1897-8.	1898-9.	1899-0.	1900-1.
Susquehanna and Clearfield,	571,000	571,000	571,000	571,000	.....
Susquehanna Connecting,	.....	.....	900,000	850,000	802,000
Tamaqua, Hazleton and Northern,	300,000	300,000	600,000	600,000	600,000
Tiadaghton and Fahnestalk,	59,450	59,450	.....	.....	.....
Tioga,	1,210,400	1,210,400	1,210,400	1,210,400	1,210,400
Tionesta Valley,	350,000	350,000	350,000	350,000	350,000
Tionesta Valley and Hickory,	33,000	33,000	33,000	33,000	33,000
Tionesta Valley and Salmon Creek,	17,000	17,000	17,000	17,000	17,000
Tipton,	43,250	43,250	43,250	.....	.....
Trenton Cut-Off,	1,300,010	1,300,000	1,300,000	1,300,000	100,000
Trenton-Delaware Bridge Company,	639,900	648,900	648,900	648,900	648,900
Tresckow,	130,000	130,000	130,000	130,000	130,000
Tuscarora Valley,	360,000	300,000	300,000	300,000	300,000
Tyrone and Clearfield,	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Union,	3,000,000	4,000,000	4,000,000	4,000,000	4,000,000
Ursina and North Fork,	20,000	20,000	20,000	20,000	20,000
Valley,	15,000	15,000	15,000	15,000	.....
Valley Connecting,	.....	.....	17,668	10,000	10,000
Washington and Franklin,	.....	.....	264,000	264,000	300,000
Washington Run,	.....	.....	.....	150,000	150,000
Waynesburg and Washington,	200,755	201,000	200,550	200,550	200,550
West Chester,	240,000	240,000	240,000	240,000	240,000
West Clarion,	.....	20,000	20,000	20,000	20,000
Western Maryland,	5,792,222	5,792,222	5,792,222	5,816,164	5,917,716
Western New York and Pennsylvania,	50,097,534	50,704,171	49,990,000	50,219,969	49,991,909
Western Pennsylvania,	5,775,000	5,175,100	5,775,000	5,775,100	5,775,100
West Side Belt,	.....	895,000	927,500	938,500	1,401,500
Wheeling, Pittsburg and Baltimore,	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000
Wilkes-Barre and Eastern,	6,000,000	6,000,000	6,000,000	6,000,000	6,000,000
Wilkes-Barre and Harvey's Lake,	150,000	150,000	150,000	150,000	150,000
Wilkes-Barre and Northern,	.....	580,900	.....	.....	.....
Wilkes-Barre and Scranton,	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000

Williamsport and North Branch,	2,350,362	2,350,362	2,350,362	1,825,362	1,825,362
Williams Valley,	177,000	177,000	177,000	177,000	177,000
Wilmington and Northern,	2,120,550	2,118,550	2,090,050	2,304,000	2,304,000
Wind Gap and Delaware,	100,000	100,000	100,000	100,000	100,000
York, Hanover and Frederick,	550,000	550,000	550,000	550,000	550,000
York Southern,	1,011,702	1,002,117	999,950	999,950	999,950
Youghiogheny Northern,	400,000	400,000	400,000	400,000	400,000
Youghiogheny and Wick Haven,	.....	18,000	.....	18,000	18,000
Totals,	$2,236,426,745	$2,385,646,133	$2,410,491,279	$2,665,804,458	$2,794,180,738

*Taken from report of Inter-State Commerce Commission.

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

Name of Company.	1896-7.	1897-8.	1898-9.	1899-0.	1900-1.
Addison and Pennsylvania,	$1,418,658	$1,419,015	.....	.....	.....
Allegheny Junction,	.....	.....	$5,000	$5,000	$5,000
Allegheny and Kinzua,	1,000,643	.....	.....	.....	.....
Allegheny and South Side,	.....	7,765	13,629	13,629	13,629
Allegheny Terminal,	.....	.....	.....	159,424	162,881
Allegheny Valley,	43,013,243	43,014,413	43,017,724	43,305,619	43,213,238
Allegheny and Western,	.....	.....	.....	4,693,858	4,771,659
Allentown,	1,085,748	1,085,748	1,085,748	1,085,748	1,085,748
Allentown Terminal,	1,028,334	1,028,434	1,028,469	.....	1,041,930
Altoona and Beech Creek,	98,850	99,600	99,600	99,600	99,600
Altoona and Philipsburg Connecting,	366,771	368,496	370,566	.....	.....
Arnot and Pine Creek,	258,351	258,350	259,350	258,351	258,351
Bald Eagle Valley,	1,896,376	1,896,376	1,896,376	1,896,376	1,896,376
Baldwin and Mifflin Connecting,	.....	.....	.....	35,479	.....
Baltimore and Cumberland Valley,	149,500	149,500	149,500	149,500	149,500
Baltimore and Cumberland Valley Extension,	500,000	516,500	516,500	516,500	516,500
Baltimore and Harrisburg,	1,416,202	1,421,179	1,423,614	1,435,867	1,436,825
Baltimore and Harrisburg, Western Extension,	264,269	264,294	264,984	264,551	264,551
Baltimore and Harrisburg, Eastern Extension,	.....	553,150	561,403	561,596	562,115
Baltimore and Ohio,	46,798,795	47,299,243	115,597,500	257,079,335	267,305,428
Baltimore and Philadelphia,	9,860,954	9,860,954	9,860,954	9,840,000	9,840,000
Bangor and Portland,	534,107	554,256	554,605	891,746	890,000
Barclay,	482,900	482,852	482,851	480,116	480,103
Bare Rock,	25,197	25,302	25,562	25,562	26,012
Beaver and Elwood,	112,141	112,332	116,529	301,694	301,695
Beaver Meadow, Tresckow and New Boston,	36,000	36,000	.....	.....	.....
Bedford and Bridgeport,	2,305,112	2,305,112	2,305,112	2,305,112	2,305,112
Beech Creek,	10,731,431	10,731,431	10,896,431	10,896,431	11,161,559
Bellefonte Central,	579,871	579,870	581,810	.....	593,272
Belvidere-Delaware,	4,135,609	4,135,610	4,138,709	4,135,609	4,155,636
Berlin,	50,425	50,425	50,710	50,710	50,710
Berlin Branch,	77,326	77,326	77,326	77,326	77,326
Bessemer and Lake Erie,	.....	.....	.....	.....	38,135

Big Level and Kinzua,	200,473	200,481	200,481	200,481	200,481
Bloomsburg and Sullivan,	1,199,000	1,199,000	1,199,000	1,199,000	1,199,000
Bradford, Bordell and Kinzua,	527,500	498,000	498,000	498,000	498,000
Bradford and Western Pennsylvania,	36,081	36,081	36,621	36,621	37,003
Bridgeport and Widemore,	11,060	12,254	10,982	12,254	.....
Brockport and Shawmut,	21,195	21,195	21,195	21,195	21,195
Brookville,	79,162	79,881	71,493	71,493	71,493
Brownstone and Middletown,	27,550	27,550	20,000	27,550	27,550
Buffalo, Bradford and Pittsburg,	3,110,630	3,114,290	3,114,290	3,114.290	3,114,290
Buffalo, Rochester and Pittsburg,	22,599,789	23,278,555	23,641,146	23,968,487	24,961,239
Buffalo, St. Mary's and Southwestern,	2,037,980	2,063,407	2,065,910	.....	.....
Buffalo and Susquehanna,	3,003,479	3,021,611	3,029,747	3,020,991	6,105,637
Bustleton,	104,374	100,000	100,000	100,000	100,000
Cambria and Clearfield,	2,579,284	2,579,475	2,618,042	2,601,606	2,579,284
Cammal and Black Forest,	99,787	102,492	103,242	130,716	142,028
Catasauqua and Fogelsville,	723,970	723,970	723,970	574,066	574,125
Catawissa,	6,706,668	6,706,668	6,706,668	6,706,668	6,706,668
Central Pennsylvania and Western,	6,240,650	6,240,650	6,240,650	6,240,650	6,240,650
Central Railroad of New Jersey,	44,978,540	45,004,029	44,466,257	46,873,622	49,042,855
Central Railroad of Pennsylvania,	1,042,201	1,043,079	1,585,141	1,055,119	1,055,634
Central Trunk,	12,500	12,500	12,500	12,500	12,500
Chambersburg and Gettysburg,	200,000	200,000	.....	.....	.....
Chartiers,	1,134,543	1,213,832	1,223,890	1,245,495	1,341,748
Chester Creek,	457,100	457,100	457,100	457,100	457,100
Chester and Delaware River,	262,423	244,111	244,111	242,900	245,932
Chestnut Hill,	120,650	.....	120,650	120,650	120,650
Chestnut Ridge of Pennsylvania,	.....	.....	.....	64,127	.....
Clarion River,	154,936	155,050	155,316	120,000	120,000
Clearfield and Mahoning,	1,410,271	1,397,088	1,410,791	1,412,720	1,413,479
Clearfield Southern,	.....	.....	.....	168,000	336,000
Cleveland and Pittsburg,	18,972,189	19,107,409	19,354,980	20,061,136	20,061,157
Colebrookdale,	672,341	672,343	672,342	672,342	672,342
Columbia and Port Deposit,	2,811,180	2,811,180	2,811,180	2,811,180	2,813,276
Connecting,	3,624,768	3,680,036	3,686,241	3,690,921	3,794,884
Cornwall,	867,636	867,636	.....	871,203	872,397
Cornwall and Lebanon,	1,585,370	1,585,936	1,587,519	1,606,928	1,734,763
Confluence and Oakland,	232,535	232,535	232,535	235,287	235,287
Coudersport and Port Allegheny,	536,431	536,431	536,430	544,982	550,156
Cresson and Irvona,	1,042,923	1,000,000	1,000,000	1,000,000	1,000,000
Cumberland Valley,	2,131,464	2,138,445	2,551,300	2,164,109	2,560,068
Cumberland Valley and Waynesboro,	.....	.....	.....	.....	125,000
Delaware and Hudson,	13,174,877	15,802,456	10,667,936	40,000,000	42,293,200
Delaware, Lackawanna and Western,	25,642,554	25,567,215	25,431,344	25,438,819	25,439,519

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—Continued.

Name of Company.	1896-7.	1897-8.	1898-9.	1899-0.	1900-1.
Delaware River Railroad and Bridge Company,	2,637,043	2,652,177	2,636,253	2,600,000	2,600,000
Delaware, Susquehanna and Schuylkill,	1,159,987	2,153,559	2,150,921	2,132,357	2,082,357
Dillsburg and Mechanicsburg,	215,794	215,794	215,794	215,794	215,794
Downingtown and Lancaster,	714,627	714,628	702,850	702,850	702,850
Dunkirk, Allegheny Valley and Pittsburg,	4,200,000	4,265,449	4,265,449	4,200,000	4,260,281
Eaglesmere,	108,680	122,056	126,578	132,594	132,594
East Broad Top,	1,134,889	1,136,079	1,134,856	1,134,857	1,132,557
East Mahanoy,	497,793	497,792	497,793	497,793	497,792
East Pennsylvania,	1,905,586	1,905,586	1,905,586	1,905,586	1,905,586
Easton and Northern,	678,511	673,934	853,207	865,770	865,724
Ebensburg and Black Lick,	348,392	348,391	360,073	363,450	510,000
Eddystone and Delaware River,	.....	.....	.....	31,177	31,116
Elmira and Williamsport,	2,533,000	2,533,000	2,533,000	2,533,000	2,533,000
Elwood Connecting,	63,443	63,443	63,443	63,443	63,444
Elk and Highland,	.....	.....	30,746	54,105	65,809
Ellwood Short Line,	716,840	600,000	600,000	600,000	540,000
Emporium and Rich Valley,	121,340	122,050	126,924	127,309	127,308
Engleside,	12,306	12,306	12,306	27,311	27,311
Erie,	271,727,586	273,587,263	277,114,368	280,459,056	335,043,829
Erie and Pittsburg,	5,096,006	5,096,006	5,570,337	5,570,337	5,823,726
Erie and Wyoming Valley,	5,403,480	5,316,372	5,308,413	5,296,663	5,513,976
Etna and Montrose,	48,000	48,000	48,000	60,000	60,000
Fair Hill,	334,891	334,891	331,301	331,300	331,300
Fairmount, Morgantown and Pittsburg,	2,423,465	2,425,572	2,426,213	5,965,531	5,978,890
Fall Brook,	4,850,657	4,848,187	4,100,539	5,100,539	5,100,539
Falls Creek,	30,000	.....	.....	.....	.....
Fayette County,	107,400	107,400	107,400	107,400	107,400
Galeton and Eastern,	.....	.....	50,000	50,000	.....
Gettysburg and Harrisburg,	1,212,746	1,212,796	1,212,795	1,212,850	1,213,053
Glenwood,	.....	459,915	515,160	529,963	553,487
Hanover and Newport,	451,911	453,852	454,860	454,861	454,861
Hanover and York,	475,000	.....	.....	.....	.....

Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,881,210	1,881,210	1,881,210	1,881,210	1,881,210
Hunter's Run and Slate Belt,	56,138	56,138	49,549	59,608	59,607
Huntingdon and Broad Top Mountain,	5,947,190	5,948,004	5,967,308	5,753,294	5,772,907
Ironton,	200,000	200,000	183,000	200,000	200,000
Jamestown and Franklin,	2,659,407	2,661,184	2,662,432	2,661,628	2,682,911
Jefferson,	6,579,351	6,579,351	6,579,351	6,604,458	6,604,458
Johnsonburg,	400,953	400,953	400,953	400,953	400,953
Johnsonburg and Bradford,	923,116	923,543	924,212	924,212	924,212
Johnstown and Stony Creek,	.....	47,936	91,583	95,136	94,387
Junction,	1,034,829	1,036,119	1,036,019	1,036,019	1,036,019
Kane and Elk,	56,603	77,827	79,598	80,224	82,154
Keating and Smethport,	.....	.....	.....	.....	10,000
Ketner, St. Mary's and Shawmut,	55,144	55,144	55,145	56,397	.....
Kensington and Tacony,	356,016	367,957	355,766	355,766	355,766
Kersey,	.....	.....	.....	.....	150,000
Kinzua Creek and Kane,	78,040	66,480	53,897	.....	.....
Kinzua Hemlock,	143,184	137,582	135,201	129,082	130,720
Kinzua and Tiona,	.....	35,115	.....	.....	54,010
Kinzua Valley,	110,950	110,950	110,950	110,950	110,950
Kishacoquillas Valley,	79,164	73,138	73,138	81,888	86,392
Kish Waukee Mineral Spring,	15,425	17,145	17,945	.....	.....
Kushequa,	.....	.....	58,399	134,837	169,339
Lackawanna and Montrose,	141,884	141,884	141,884	141,884	130,790
Lancaster, Oxford and Southern,	119,686	119,686	119,686	119,686	119,686
Lancaster and Reading,	350,000	350,000	700,000	352,332	350,000
Lake Shore and Michigan Southern,	84,000,000	84,000,000	84,000,000	84,000,000	84,000,000
Lawrenceville Terminal,	.....	.....	.....	5,000	.....
Lehigh and Lackawanna,	970,500	970,500	970,500	970,500	970,500
Lehigh and New England,	1,973,529	1,970,836	2,076,836	2,113,559	1,516,067
Lehigh and Susquehanna,	15,464,994	15,508,463	15,529,887	15,559,295	15,571,592
Lehigh Valley,	42,626,607	37,657,587	37,658,712	37,657,712	37,657,712
Leetonia,	.....	.....	.....	47,862	57,783
Lewisburg and Buffalo Valley,	.....	.....	.....	30,000	30,000
Lewisburg and Tyrone,	1,566,288	1,566,288	1,566,288	1,566,288	1,567,188
Ligonier Valley,	282,789	282,729	253,696	284,449	286,700
Littlestown,	337,532	.....	.....	.....	.....
Little Schuylkill Navigation,	2,405,944	2,405,944	2,405,944	2,405,944	2,405,945
Loyalsock,	465,434	460,847	460,847	460,847	460,847
Lykens Valley,	595,767	595,867	595,767	595,767	595,767
McKeesport Connecting,	52,051	52,051	52,051	59,151	59,151
McKeesport Terminal,	18,173	18,731	20,255	20,255	20,255
Mahoning Valley,	259,152	259,152	259,152	259,152	259,152
Mahoning State Line,	105,626	106,041	106,340	111,708	111,708
Maryland and Pennsylvania,	.....	.....	.....	.....	3,220,769

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—Continued.

Name of Company.	1896-7.	1897-8.	1898-9.	1899-0.	1900-1.
Meadville, Conneaut Lake and Linesville,	400,000	400,000	400,000	400,000	400,000
Mead Run,	.....	41,887	51,964	49,779	44,998
Medix Run,	66,305	66,255	66,305	66,305	66,305
Middletown and Hummelstown,	187,886	187,887	187,887	187,887	187,593
Mifflin and Centre County,	372,439	.....	.....	.....	.....
Mill Creek and Mine Hill,	323,045	323,045	332,045	323,045	323,045
Millersburg,	.....	.....	.....	.....	59,675
Mine Hill and Schuylkill Haven,	4,165,573	4,165,572	4,165,572	4,165,572	4,165,572
Mohnsville and Adamstown,	61,724	70,073	72,876	72,876	72,876
Monongahela Connecting,	751,347	749,573	914,058	980,801	1,442,871
Monongahela and Washington,	.....	.....	.....	357,677	518,421
Mont Alto,	235,000	240,572	268,481	264,481	268,481
Montour,	208,250	208,250	229,444	237,444	235,594
Montrose,	373,794	373,794	345,921	345,921	345,921
Moosic Mountain and Carbondale,	.....	.....	.....	.....	150,000
Mount Carbon and Port Carbon,	282,815	282,815	282,815	282,815	282,815
Mount Carmel and Natalie,	124,249	124,249	124,249	124,249	124,249
Mount Jewett, Cleremont and Northern,	350,000	353,901	357,119	.....	.....
Mount Jewett, Kinzua and Riterville,	79,569	145,301	79,553	87,605	91,404
Mount Jewett and Smethport,	83,018	.....	.....	.....	.....
Mount Penn Gravity,	144,879	144,880	147,842	151,736	151,735
Mount Pleasant and Broadford,	203,983	203,983	203,893	207,580	210,168
Mount Pleasant and Latrobe,	13,030	13,030	13,030	13,030	13,030
Nescopec,	460,395	460,395	460,395	260,395	.....
Nesquehoning Valley,	1,420,238	1,420,709	1,420,709	1,420,709	1,420,709
Neversink Mountain,	211,754	211,813	211,813	224,280	224,147
New Castle and Beaver Valley,	700,000	700,000	700,000	700,000	700,000
New Castle and Butler,	20,000	20,000	20,000	20,000	38,322
New Castle and Shenango Valley,	540,893	540,893	540,893	540,893	.....
New Haven and Dunbar,	27,207	32,715	40,829	51,282	60,091
Newport and Sherman's Valley,	350,025	350,516	349,539	361,436	370,650
New York Central and Hudson River,	*159,791,202	*159,981,754	*165,679,754	*180,258,813	183,659,202
New York, Chicago and St. Louis,	49,807,004	49,807,005	49,807,004	49,807,004	49,807,004
New York, Lake Erie and Western Coal,	2,230,635	2,228,680	2,228,680	2,228,680	2,228,650

Rochester, Beaver Falls and Western,	48,125	48,126	48,126	48,126	48,126
Rupert and Bloomsburg,	58,942	58,942	58,942	58,242	58,242
Salisbury,	277,722	283,198	334,292	334,929	338,897
Scalp Level,	.....	367,920	440,789	531,726	725,286
Schuylkill and Juniata,	.....	.....	.....	22,243,427	22,226,467
Schuylkill and Lehigh,	1,076,605	1,063,800	1,063,800	1,213,800	1,213,800
Schuylkill and Lehigh Valley,	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000
Schuylkill River, East Side,	9,000,000	9,000,000	9,000,000	9,000,000	9,000,000
Schuylkill Valley Navigation Railroad,	576,840	576,841	576,841	576,841	576,841
Scottdale Connecting,	.....	.....	.....	10,000	10,000
Scranton and Spring Brook,	.....	25,000	25,000	41,232	43,933
Shamokin, Sunbury and Lewisburg,	3,382,907	3,383,183	3,386,898	3,386,898	3,386,898
Shamokin Valley and Pottsville,	1,208,050	1,208,050	1,208,050	1,208,050	1,208,050
Sharon,	628,576	627,577	625,576	655,242	1,071,542
Sharpsville,	449,446	449,446	449,446	449,446	449,446
Shenango Valley,	127,787	127,787	127,787	127,787	127,787
Sheffield and Tionesta,	.....	.....	.....	.....	204,140
Slack Water Connecting,	10,000	10,000	10,000	10,000	10,000
Slate Run,	81,000	81,000	81,000	81,000	81,000
Smethport,	.....	.....	.....	80,306	93,485
Somerset and Cambria,	1,342,364	1,343,221	1,343,611	1,343,795	1,346,914
Smithfield and Masontown,	.....	.....	.....	.....	181,022
South Branch,	.....	.....	60,000	60,000	60,000
South Chester,	189,588	193,134	193,154	193,654	194,906
South Easton and Philipsburg,	.....	.....	88,522	88,522	88,522
South Fork,	113,750	165,686	167,004	171,306	171,306
South Shore,	28,859	28,859	28,858	36,496	36,496
Southwest Pennsylvania,	2,515,105	2,515,105	2,536,309	2,958,027	2,690,783
Southwest Connecting,	.....	.....	.....	.....	16,000
Southern Pennsylvania Railway and Mining Company,	1,425,000	1,425,000	1,425,350	1,425,350	1,426,573
State Line and Sullivan,	759,152	729,152	729,152	627,500	627,500
Stewart,	7,114	7,114	7,114	7,114	7,114
Stewartstown,	101,398	101,398	101,398	102,921	102,920
Stony Creek,	549,319	549,319	545,523	544,120	541,523
Sugar Run,	50,000	50,000	.....	.....	.....
Sunbury, Hazleton and Wilkes-Barre,	3,535,124	3,535,124	3,549,756	3,546,757	.....
Sunbury and Lewistown,	1,700,000	1,700,000	1,700,000	1,704,606	.....
Susquehanna and New York,	.....	.....	310,000	310,000	.....
Susquehanna and Buffalo,	32,875	32,270	32,269	32,269	43,747
Susquehanna and Clearfield,	570,913	570,913	570,913	570,913	.....
Susquehanna Connecting,	.....	950,000	900,000	850,000	802,000
Tamaqua, Hazleton and Northern,	366,457	666,457	666,457	666,457	666,457
Tiadaghton and Fahnestalk,	59,728	55,446	.....	.....	.....

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—Continued.

Name of Company.	1896-7.	1897-8.	1898-9.	1899-0.	1900-1.
Philadelphia, Wilmington and Baltimore,	15,878,188	16,002,283	15,881,124	15,872,928	15,871,428
Pickering Valley,	481,399	481,399	481,099	481,099	481,099
Pine Creek,	4,678,580	4,678,580	4,678,581	4,700,374	4,708,229
Pittsburg, Allegheny and McKees Rocks,	.....	.....	.....	30,000	30,000
Pittsburg, Bessemer and Lake Erie,	19,532,044	22,740,571	23,805,933	24,480,363	28,138,878
Pittsburg and Allegheny River,	.....	.....	12,437	15,737	14,162
Pittsburg and Castle Shannon,	404,500	587,932	403,318	405,338	413,338
Pittsburg, Chartiers and Youghiogheny,	1,398,128	1,390,128	1,390,128	1,385,128	1,379,668
Pittsburg, Cincinnati, Chicago and St. Louis,	94,100,240	94,148,125	94,214,859	94,239,332	94,352,687
Pittsburg and Connellsville,	17,284,290	17,594,996	17,760,015	16,124,515	17,366,878
Pittsburg and Eastern,	696,104	722,726	725,851	466,098	495,447
Pittsburg, Fort Wayne and Chicago,	50,171,828	50,449,520	50,784,764	51,609,671	52,612,340
Pittsburg, Johnstown, Ebensburg and Eastern,	.....	.....	.....	889,920	1,119,465
Pittsburg Junction,	3,654,582	3,363,998	3,630,118	3,662,805	3,663,367
Pittsburg and Lake Erie,	9,483,605	9,668,249	10,184,473	10,604,473	10,971,761
Pittsburg, Lisbon and Western,	277,236	290,970	302,881	302,891	307,275
Pittsburg, McKeesport and Youghiogheny,	7,709,650	7,709,650	7,709,650	7,709,650	7,709,650
Pittsburg and Moon Run,	180,457	180,457	180,457	180,457	178,657
Pittsburg and Northern,	150,000	150,000	150,000	150,000	150,000
Pittsburg and Ohio Valley,	.....	.....	.....	26,201	186,743
Pittsburg, Shawmut and Northern,	.....	.....	.....	8,500,000	10,873,747
Pittsburg, Virginia and Charleston,	7,674,808	7,684,782	7,742,826	7,988,003	7,700,051
Pittsburg and Western,	25,273,623	25,518,182	26,008,655	26,596,347	26,946,858
Pittsburg, Youngstown and Ashtabula,	6,264,706	6,092,310	5,466,663	6,095,342	6,095,342
Plymouth,	286,545	286,545	286,545	286,545	286,545
Pomeroy and Newark,	502,056	502,056	502,056	502,056	502,056
Quakertown and Eastern,	.....	.....	360,000	.....	360,000
Reading and Columbia,	2,444,249	2,444,449	2,444,189	2,665,956	2,665,698
Reading, Marietta and Hanover,	332,587	332,587	332,587	332,587	332,587
Reynoldsville and Falls Creek,	371,609	381,738	366,154	366,164	365,653
Ridgway and Clearfield,	987,503	987,503	987,503	987,503	987,503
River Front,	609,689	608,698	609,698	614,581	616,700

Youghiogheny Northern,	400,000	400,000	400,000	400,000	400,000
Youghiogheny and Wick Haven,	.....	18,179	.....	18,179	18,179
Total,	$1,900,202,757	$1,913,072,589	$1,990,616,683	$2,227,091,283	$2,296,798,410

*Taken from report of Inter-State Commerce Commission.

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—Continued.

Name of Company.	1896-7.	1897-8.	1898-9.	1899-0.	1900-1.
Tioga,	1,282,524	1,282,524	1,282,524	1,282,524	1,282,524
Tionesta Valley,	392,683	392,683	438,665	438,665	438,665
Tionesta Valley and Hickory,	33,000	33,000	33,000	33,000	33,000
Tionesta Valley and Salmon Creek,	32,253	27,953	27,953	27,953	26,190
Tipton,	43,250	43,250	43,250	.....	.....
Trenton Cut-off,	1,300,000	1,300,000	1,300,000	1,300,000	100,000
Trenton-Delaware Bridge Company,	648,900	648,900	648,900	648,900	648,900
Tresckow,	283,402	283,402	283,586	283,586	283,586
Tuscarora Valley,	371,797	375,491	378,127	378,422	307,119
Tyrone and Clearfield,	2,000,000	2,000,000	2,000,000	2,008,187	2,000,000
Union,	3,408,729	4,859,804	5,590,996	7,263,334	7,786,916
Ursina and North Fork,	30,000	30,000	30,000	30,000	30,000
Valley,	39,063	48,127	48,127	32,657	.....
Valley Connecting,	.....	.....	9,600	9,600	9,600
Washington and Franklin,	.....	.....	269,699	263,184	458,595
Washington Run,	.....	.....	.....	210,570	216,302
Waynesburg and Washington,	200,755	200,755	200,550	200,550	200,550
West Chester,	240,000	240,000	240,000	240,000	240,000
West Clarion,	.....	20,000	20,000	20,000	20,000
Western Maryland,	4,526,298	5,608,799	5,725,986	5,781,558	5,854,465
Western New York and Pennsylvania,	51,423,994	51,398,956	51,400,321	51,741,411	50,675,340
Western Pennsylvania,	6,601,151	6,624,037	6,647,521	6,642,961	6,617,886
West Side Belt,	.....	299,090	347,993	367,664	392,314
Wheeling, Pittsburg and Baltimore,	7,198,973	7,199,600	7,268,645	8,703,131	8,840,688
Wilkes-Barre and Eastern,	6,081,307	6,000,000	6,000,000	6,000,000	6,000,000
Wilkes-Barre and Harvey's Lake,	343,343	343,068	343,393	342,993	342,993
Wilkes-Barre and Northern,	.....	599,841	.....	.....	.....
Wilkes-Barre and Scranton,	1,085,181	1,085,252	1,086,323	1,088,026	1,088,026
Williamsport and North Branch,	2,015,559	2,013,859	2,305,945	1,788,490	1,792,809
Williams Valley,	201,228	201,352	201,417	201,434	201,434
Wilmington and Northern,	2,768,520	2,775,262	2,782,762	2,063,370	2,063,370
Wind Gap and Delaware,	182,447	181,812	181,812	181,812	181,817
York, Hanover and Frederick,	555,047	550,000	550,000	550,000	550,000
York Southern,	1,041,813	1,041,813	1,057,813	1,057,813	999,950

Youghiogheny Northern,	400,000	400,000	400,000	400,000	400,000
Youghiogheny and Wick Haven,	.....	18,179	.....	18,179	18,179
Total,	$1,900,202,757	$1,913,072,589	$1,990,616,683	$2,227,091,283	$2,296,798,410

*Taken from report of Inter-State Commerce Commission.

COMPARATIVE STATEMENT OF EARNINGS AND INCOME FOR FIVE YEARS.

Name of Company.	1896-7.	1897-8.	1898-9.	1899-0.	1900-1.
Addison and Pennsylvania,	$44,200	$44,623	.....	.....	.....
Allegheny Junction,	.....	.....	$13,140	$12,813	$4,721
Allegheny and Kinzua,	7,507	.....	.....	.....	.....
Allegheny and South Side,	3,363	17,229	15,378	11,242	13,514
Allegheny Valley h,	2,357,626	2,670,680	2,846,571	3,376,921	296,624
Allegheny Valley,†	.....	.....	.....	.....	1,201,430
Allegheny and Western,	.....	.....	.....	82,628	251,000
Allentown,	3,185	3,369	3,713	5,704	6,175
Allentown Terminal,	40,500	40,500	40,500	40,500	40,500
Altoona and Beech Creek,	.....	.....	.....	600	600
Altoona and Philipsburg Connecting,	21,061	25,915	27,285	.....	.....
Bald Eagle Valley,	185,558	172,232	164,535	252,869	263,127
Baltimore and Cumberland Valley,	4,368	4,368	4,368	4,368	4,368
Baltimore and Cumberland Valley Extension,	32,700	32,700	32,700	32,700	32,700
Baltimore and Harrisburg,	.....	293,059	279,101	310,767	340,232
Baltimore and Harrisburg Western Extension,	.....	27,650	28,050	12,000	12,000
Baltimore and Harrisburg Eastern Extension,	12,000	12,000	12,000	28,050	28,100
Baltimore and Ohio,	26,311,508	28,422,977	28,754,398	35,877,500	47,971,224
Baltimore and Philadelphia,	180,615	101,755	72,280	194,442	191,936
Bangor and Portland,	152,992	161,345	180,175	222,373	254,428
Barclay,	39,930	34,526	33,226	37,320	37,647
Bare Rock,	5,799	8,656	5,308	7,014	7,221
Beaver and Elwood,	5,674	6,605	7,918	10,028	12,832
Bedford and Bridgeport,	96,425	51,197	21,300	18,794	110,779
Beech Creek,	1,416,979	1,540,890	1,508,951	452,600	451,933
Bellefonte Central,	26,227	26,845	28,232	44,894	42,473
Belvidere-Delaware,	237,426	286,878	349,392	420,853	414,828
Berlin,	5,480	.....	.....	3,723	4,251
Berlin Branch,	.....	6,066	6,240	5,978	6,338
Bessemer and Lake Erie,	.....	.....	.....	.....	685,478
Big Level and Kinzua,	3,363	2,167	2,660	2,661	2,494
Bloomsburg and Sullivan,	58,058	60,846	60,979	64,305	68,035
Bradford, Bordell and Kinzua,	78,575	59,954	84,915	92,386	88,711
Bradford and Western Pennsylvania,	6,416	5,302	4,673	4,526	5,187
Brookville,	2,481	5,342	4,880	3,869	3,813

Brownstone and Middletown,	6,563	4,542	6,849	8,118	8,257
Buffalo, Rochester and Pittsburg,	3,248,872	3,573,424	3,655,565	4,866,852	5,693,493
Buffalo, St. Mary's and Southwestern,	105,286	906,304	339,557	.....	.....
Buffalo and Susquehanna,	610,226	649,901	767,319	732,992	728,393
Cambria and Clearfield,	100,652	80,103	151,574	130,903	132,009
Cammal and Black Forest,	30,159	28,424	20,942	19,058	32,326
Catasauqua and Fogelsville,	56,919	55,363	81,196	97,968	87,331
Catawissa,	204,739	171,259	171,129	171,072	171,053
Central Pennsylvania and Western,	18,478	22,280	21,564	24,429	24,002
Central Railroad of New Jersey,	13,909,064	14,458,172	15,087,273	16,963,406	17,590,467
Central Railroad of Pennsylvania,	32,874	31,525	32,680	77,044	68,540
Chambersburg and Gettysburg,	779	241	.....	.....	.....
Chartiers,	137,395	132,512	113,930	140,930	128,050
Chester Creek,	23,791	23,815	22,705	24,744	23,592
Chester and Delaware River,	7,170	13,215	15,261	52,080	61,639
Chestnut Hill,	12,009	7,539	7,539	7,539	7,539
Chestnut Ridge of Pennsylvania,	.....	.....	.....	2,594	.....
Clarion River,	37,790	44,833	45,675	.....	.....
Clearfield and Mahoning,	71,500	71,517	77,500	77,500	77,500
Clearfield Southern,	.....	.....	.....	6,556	12,408
Cleveland and Pittsburg,	1,336,793	1,330,448	1,336,661	1,390,166	1,382,934
Colebrookdale,	11,517	12,277	13,696	16,965	17,286
Columbia and Port Deposit,	146,267	149,099	151,995	197,807	214,044
Connecting,	157,841	152,673	146,145	158,921	151,202
Cornwall,	32,792	66,593	108,201	125,618	106,446
Cornwall and Lebanon,	174,149	221,534	213,675	299,495	279,876
Confluence and Oakland,	6,000	6,000	6,000	6,000	6,000
Coudersport and Port Allegheny,	.....	.....	101,985	96,580	113,284
Coudersport and Pine Creek,	832,536	904,472	911,998	.....	.....
Cresson and Irvona,	73,199	87,376	.....	19,094	17,542
Cumberland Valley,	904,472	832,536	883,926	1,016,366	1,087,574
Cumberland Valley and Waynesboro,	.....	.....	.....	.....	1,000
Delaware and Hudson Company,	9,671,249	9,859,993	10,287,285	11,785,720	11,700,467
Delaware, Lackawanna and Western,	20,050,460	21,345,498	22,839,864	23,610,754	24,639,424
Delaware River Railroad and Bridge Company,	108,603	140,738	156,477	183,183	148,846
Delaware, Susquehanna and Schuylkill,	1,045,202	1,091,186	1,123,398	1,142,463	1,145,262
Dillsburg and Mechanicsburg,	100	3,171	2,469	3,372	3,423
Downingtown and Lancaster,	.....	.....	6,584	8,505	8,035
Dunkirk, Allegheny Valley and Pittsburg,	207,073	224,271	236,747	259,657	267,624
Eaglesmere,	9,761	10,035	9,322	12,275	5,000
East Broad Top,	69,619	65,077	61,672	76,458	86,779
East Mahanoy,	27,795	24,888	27,889	27,923	27,919
East Pennsylvania,	123,727	133,017	133,124	134,204	136,609
Easton and Northern,	3,826	2,295	2,295	2,295	2,295

COMPARATIVE STATEMENT OF EARNINGS AND INCOME FOR FIVE YEARS—Continued.

Name of Company.	1896-7.	1897-8.	1898-9.	1899-0.	1900-1.
Ebensburg and Black Lick,	7,284	3,629	5,289	17,189	27,182
Eddystone and Delaware River,	.....	.....	.....	5,894	11,655
Elmira and Williamsport,	155,075	154,249	154,166	153,824	158,793
Elwood Connecting,	3,831	3,920	4,770	.....	5,452
Elk and Highlands,	.....	.....	12,619	21,390	24,493
Ellwood Short Line,	38,112	.....	.....	15,000	15,000
Emporium and Rich Valley,	18,459	18,103	22,689	22,186	23,253
Erie,	29,289,868	31,110,226	31,197,412	35,089,529	36,848,323
Erie and Pittsburg,	356,915	356,910	282,605	279,116	277,315
Erie and Wyoming Valley,	781,889	860,000	790,787	930,054	659,511
Etna and Montrose,	25,790	46,712	59,147	71,834	62,560
Fair Hill,	14,573	14,573	14,243	15,159	14,659
Fairmont, Morgantown and Pittsburg,	47,653	89,514	55,986	138,203	147,968
Fall Brook,	2,246,109	2,368,892	2,150,757	175,000	175,000
Falls Creek,	5,127	.....	.....	.....	.....
Fayette County,	3,750	.....	.....	.....	.....
Galeton and Eastern,	.....	.....	3,768	3,767	.....
Gettysburg and Harrisburg,	100,246	109,675	111,675	138,259	142,593
Glenwood,	.....	16,497	24,758	25,498	26,674
Hanover and Newport,	7,749	9,723	7,486	5,553	7,052
Hanover and York,	7,511	.....	.....	.....	.....
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	131,960	130,053	119,642	143,556	133,864
Hunter's Run and Slate Belt,	7,973	8,883	9,023	14,112	12,624
Huntingdon and Broad Top Mountain,	534,285	511,362	561,945	632,887	709,997
Ironton,	39,927	54,576	66,357	106,512	142,813
Jamestown and Franklin,	63,221	60,454	61,894	69,010	76,251
Johnsonburg,	6,832	13,280	16,317	19,924	22,259
Johnstown and Stony Creek,	7,090	8,007	8,818	11,752	8,330
Junction,	184,642	196,976	8,375	55,316	49,675
Kane and Elk,	7,000	7,156	5,787	7,786	9,785
Keating and Smethport,	.....	.....	.....	.....	1,491
Ketner, St. Mary's and Shawmut,	11,523	8,171	8,220	7,514	.....
Kensington and Tacony,	16,216	15,553	15,572	15,549	15,576
Kinzua Creek and Kane,	15,671	7,487	.....	.....	.....
Kinzua Hemlock,	2,867	4,056	3,799	40	.....

Kinzua and Tiona,	.....	8,668	13,195	.....	12,813
Kinzua Valley,	7,249	7,132	9,063	10,126	.....
Kishacoquillas Valley,	7,946	10,167	9,493	12,302	11,810
Kish Waukee Mineral Spring,	3,500	3,707	3,566	.....	.....
Kushequa,	.....	.....	1,137	6,780	9,598
Lackawanna and Montrose,	18,721	.....	20,956	22,881	24,335
Lancaster, Oxford and Southern,	14,071	15,280	14,610	14,231	15,008
Lancaster and Reading,	42,743	45,919	23,830	27,530	8,381
Lake Shore and Michigan Southern,	19,924,117	21,260,782	21,941,315	25,783,893	28,552,061
Lawrenceville Terminal,	.....	.....	.....	5,301	.....
Leetonia,	.....	.....	.....	5,512	17,123
Lehigh and Lackawanna,	18,000	18,000	18,000	18,000	18,000
Lehigh and New England,	37,218	71,049	78,140	88,226	86,305
Lehigh and Susquehanna,	1,439,234	1,490,068	1,598,660	1,912,193	1,959,602
Lehigh Valley,	19,949,353	21,148,119	22,110,538	25,466,115	25,454,050
Lewisburg and Buffalo Valley,	.....	.....	.....	12,000	1,200
Lewisburg and Tyrone,	19,747	8,418	13,664	39,825	31,787
Ligonier Valley,	52,157	57,406	55,661	68,189	73,803
Little Saw Mill Run,	43,942	.....	.....	.....	.....
Little Schuylkill Navigation,	225,520	131,163	135,912	137,008	136,278
Lykens Valley,	35,399	35,399	35,482	35,440	35,577
McKeesport Connecting,	42,984	55,308	75,387	68,345	61,106
McKeesport Terminal,	3,605	11,014	13,030	12,936	11,944
Mahoning Valley,	15,000	15,000	15,000	15,000	15,000
Mahoning State Line,	355	361	369	327	261
Maryland and Pennsylvania,	.....	.....	.....	.....	95,091
Meadville, Conneaut Lake and Linesville,	10,000	10,000	10,000	10,000	10,000
Mead Run,	.....	7,326	12,409	9,276	8,590
Medix Run,	3,847	2,745	1,669	1,471	1,558
Middletown and Hummelstown,	8,153	9,821	11,417	10,819	11,169
Mifflin and Centre County,	2,806	.....	.....	.....	.....
Mill Creek and Mine Hill,	33,000	33,000	35,587	35,689	36,300
Mine Hill and Schuylkill Haven,	356,099	271,914	274,307	272,644	273,279
Mohnsville and Adamstown,	5,499	5,447	4,835	5,063	4,890
Monongahela Connecting,	153,144	202,979	214,566	285,565	330,984
Monongahela and Washington,	.....	.....	.....	305	.....
Mont Alto,	3,488	1,809	6,449	2,516	6,299
Montour,	46,917	42,474	55,120	54,756	58,886
Montrose,	22,922	14,137	1,224	.....	.....
Mount Carbon and Port Carbon,	36,250	36,250	36,250	36,413	36,370
Mount Carmel and Natalie,	35,853	.....	.....	12,896	46,351
Mount Jewett, Cleremont and Northern,	2,083	21,552	23,216	.....	.....
Mount Jewett, Kinzua and Riterville,	41,305	49,787	64,233	68,571	78,408
Mount Jewett and Smethport,	16,439	.....	.....	.....	.....

COMPARATIVE STATEMENT OF EARNINGS AND INCOME FOR FIVE YEARS—Continued.

Name of Company.	1896-7.	1897-8.	1898-9.	1899-0.	1900-1.
Mount Penn Gravity,	10,905	13,872	11,605	12,893	14,021
Mount Pleasant and Broadford,	6,813	8,960	9,069	12,840	14,131
Mount Pleasant and Latrobe,	2,596	3,069	6,617	5,607	4,371
Nescopec,	6,555	9,919	6,753	8,114	.....
Nesquehoning Valley,	79,090	79,090	79,090	79,090	78,913
Neversink Mountain,	8,409	11,111	9,566	10,875	8,838
New Castle and Beaver Valley,	71,665	99,074	97,374	118,530	128,825
New Castle and Butler,	5,260	12,908	8,919	10,836	9,296
New Castle and Shenango Valley,	11,732	19,747	15,000	15,000	.....
New Haven and Dunbar,	15,691	19,886	21,374	25,410	29,375
Newport and Sherman's Valley,	19,122	19,710	19,809	27,814	31,948
New York Central and Hudson River,	*44,280,139	*48,070,173	*50,541,164	*59,295,021	60,934,618
New York, Chicago and St. Louis,	5,383,762	6,248,690	6,579,067	7,092,973	7,316,879
New York and North Pennsylvania,	3,496	3,227	.....	.....	.....
New York, Ontario and Western,	3,977,203	3,997,585	4,514,082	5,237,175	5,740,128
New York and Pennsylvania,	28,821	42,949	55,304	79,150	85,162
New York, Susquehanna and Western,	1,835,402	1,940,742	2,013,386	2,066,522	1,972,169
Nittany Valley,	7,275	1,096	.....	4,199	1,268
Norristown Junction,	2,324	2,364	2,456	2,344	2,541
Northern Central,	6,774,918	7,153,913	7,350,469	8,350,494	8,700,336
North Bend and Kettle Creek,	9,511	10,667	10,013	13,161	16,894
North East Pennsylvania,	100,282	107,489	96,596	103,533	115,472
Northern Liberties,	.....	33,790	48,007	59,814	54,006
North Pennsylvania,	836,700	836,700	836,700	836,700	836,700
North and West Branch,	271,479	390,755	383,019	351,938	.....
Ohio and Baltimore Short Line,	.....	5,714	13,746	29,834	31,206
Ohio Connecting,	59,762	68,590	44,283	62,024	84,273
Ohio River Junction,	.....	.....	1,311	5,425	10,213
Ontario, Carbondale and Scranton,	104,513	103,529	107,331	113,532	118,784
Oregon and Texas,	2,290	690	.....	.....	.....
Penn Gas and Coal Company's Railroad,	7,001	7,427	7,214	.....	.....
Pennsylvania,	66,272,160	71,069,155	72,462,247	85,972,704	101,673,457
Pennsylvania Company,	18,347,054	21,462,575	22,270,174	27,498,331	28,784,070
Pennsylvania and New York Canal and Railroad,	492,500	492,500	492,500	492,500	492,500
Pennsylvania and Northwestern,	405,600	609,273	625,066	.....	673,628

Pennsylvania and Schuylkill Valley,	491,670	620,960	719,139	620,130	.....
Pennsylvania and Northwestern,	.....	.....	.....	703,566	.....
People's,	15,500	14,798	13,839	13,142	15,992
Perkiomen,	260,299	299,307	302,239	346,392	374,734
Perry County,	16,380	16,569	17,169	20,065	19,705
Philadelphia and Baltimore Central,	129,647	130,701	131,272	157,789	143,676
Philadelphia Belt Line,	8,800	6,894	7,465	9,755	8,896
Philadelphia, Bustleton and Trenton,	.....	1,547	1,552	1,550	1,484
Philadelphia and Chester Valley,	44,641	41,831	53,832	55,158	62,025
Philadelphia and Erie,	1,293,034	1,267,604	1,500,741	2,570,001	2,376,527
Philadelphia and Frankford,	17,503	18,387	20,294	21,170	35,430
Philadelphia, Germantown and Chestnut Hill,	22,358	18,454	9,459	51,123	54,854
Philadelphia, Germantown and Norristown,	278,140	278,517	278,634	278,849	279,321
Philadelphia, Harrisburg and Pittsburg,	127,083	208,712	216,730	210,699	210,710
Philadelphia, Newtown and New York,	84,469	80,902	82,741	89,663	100,485
Philadelphia and Reading,	20,764,426	22,005,221	23,022,882	26,924,157	28,379,179
Philadelphia and Reading Terminal,	458,225	425,000	425,000	430,000	450,149
Philadelphia and Trenton,	68,673	69,951	75,984	77,317	74,976
Philadelphia, Wilmington and Baltimore,	9,414,313	9,703,541	10,645,526	13,700,224	12,253,672
Pickering Valley,	4,696	4,855	4,990	5,425	2,272
Pine Creek,	273,266	276,884	261,171	245,000	245,000
Pittsburg, Allegheny and McKee's Rocks,	.....	.....	.....	20,186	79,442
Pittsburg, Bessemer and Lake Erie,	600,298	884,015	1,437,332	2,182,329	1,754,110
Pittsburg and Allegheny River,	.....	.....	10,577	14,094	314
Pittsburg and Castle Shannon,	59,969	58,932	63,967	88,721	110,162
Pittsburg, Chartiers and Youghiogheny,	192,647	164,359	175,113	200,900	191,569
Pittsburg, Cincinnati, Chicago and St. Louis,	16,310,378	18,627,932	19,677,230	22,766,533	22,950,308
Pittsburg and Connellsville,	519,687	701,506	724,260	1,808,974	1,763,065
Pittsburg and Eastern,	15,252	35,816	38,179	18,899	13,825
Pittsburg, Fort Wayne and Chicago,	4,130,251	3,830,153	3,849,119	3,421,059	3,678,797
Pittsburg, Johnstown, Ebensburg and Eastern,	.....	.....	7,602	28,783	86,491
Pittsburg Junction,	352,769	392,404	399,212	419,610	411,046
Pittsburg and Lake Erie,	4,392,184	4,919,261	5,308,076	6,675,851	7,455,153
Pittsburg, Lisbon and Western,	46,112	46,807	46,283	56,671	65,286
Pittsburg, Marion and Chicago,	.....	.....	.....	.....	508,505
Pittsburg, McKeesport and Youghiogheny,	497,822	500,322	499,371	504,405	.....
Pittsburg and Moon Run,	16,917	17,093	22,577	33,546	34,700
Pittsburg, Shawmut and Northern,	.....	.....	.....	508,251	516,224
Pittsburg and Ohio Valley,	.....	.....	.....	10,171	17,302
Pittsburg, Virginia and Charleston,	477,193	745,653	722,505	1,028,977	985,153
Pittsburg and Western,	1,666,612	1,776,095	1,868,129	2,157,491	2,290,181
Pittsburg, Youngstown and Ashtabula,	413,761	546,451	454,766	620,232	812,971
Pomeroy and Newark,	.....	.....	318	.....	.....

COMPARATIVE STATEMENT OF EARNINGS AND INCOME FOR FIVE YEARS—Continued.

Name of Company.	1896-7.	1897-8.	1898-9.	1899-0.	1900-1.
Quakertown and Eastern,	.....	.....	3,047	25,317	35,959
Reading and Columbia,	280,723	273,825	279,425	297,025	301,907
Reynoldsville and Falls Creek,	112,785	133,449	147,660	173,599	181,070
Ridgway and Clearfield,	59,931	57,558	55,138	60,136	57,774
River Front,	34,591	34,212	32,821	35,468	34,355
Rochester, Beaver Falls and Western,	374	61	.....	194	171
Rupert and Bloomsburg,	9,615	8,902	7,489	8,014	8,317
Salisbury,	28,036	71,555	74,279	64,413	71,483
Scalp Level,	.....	.....	13,818	57,387	136,735
Schuylkill and Juniata,	.....	.....	.....	137,783	1,551,761
Schuylkill and Lehigh,	27,000	27,000	28,233	28,606	28,606
Schuylkill and Lehigh Valley,	100,000	100,000	100,000	100,000	100,000
Schuylkill River East Side,	356,490	347,335	365,355	362,806	359,960
Schuylkill Valley Navigation Railroad,	29,450	29,450	31,754	31,807	31,789
Scranton and Spring Brook,	.....	125	500	6,949	8,562
Scottdale Connecting,	.....	.....	.....	17,782	4,732
Shamokin, Sunbury and Lewisburg,	180,000	241,873	249,133	242,195	242,215
Shamokin Valley and Pottsville,	203,545	200,392	195,413	205,463	200,414
Sharon,	37,101	37,101	37,101	37,900	51,317
Sharpsville,	8,104	33,771	34,937	48,415	20,916
Shenango Valley,	3,525	6,547	4,863	13,615	11,268
Sheffield and Tionesta,	.....	.....	.....	.....	2,245
Slack Water Connecting,	22,618	39,546	622	600	650
Slate Run,	19,644	17,842	20,002	20,398	23,250
Smethport,	.....	.....	.....	615	2,746
Smithfield and Masontown,	.....	.....	.....	.....	3,896
Somerset and Cambria,	20,276	57,176	37,740	38,701	93,380
South Branch,	.....	.....	25,369	22,370	18,444
South Fork,	.....	1,794	18,227	42,826	89,318
South Shore,	11,687	19,694	22,785	25,588	16,353
Southwest Pennsylvania,	121,902	262,986	236,323	392,609	213,717
Southwest Connecting,	.....	.....	.....	.....	634
Southern Pennsylvania Railway and Mining Company,	.....	3,304	638	1,532	5,597
State Line and Sullivan,	67,581	54,007	55,057	53,566	53,039
Stewart,	299	594	243	4,632	5,801
Stewartstown,	16,832	15,428	12,532	14,192	13,415

Stony Creek,	43,661	46,475	50,487	56,386	61,389
Sugar Run,	5,757	5,491	.....	.....	.....
Sunbury, Hazleton and Wilkes-Barre,	238,139	284,014	275,230	255,972	.....
Sunbury and Lewistown,	217,239	261,572	419,618	421,469	.....
Susquehanna and New York,	.....	.....	15,575	15,561	.....
Susquehanna and Buffalo,	3,417	4,264	3,404	6,398	5,922
Susquehanna Connecting,	.....	18,500	24,839	24,839	19,250
Tamaqua, Hazleton and Northern,	12,451	14,972	12,718	14,373	14,949
Tiadaghton and Pahnestalk,	219	185	.....	.....	.....
Tionesta Valley,	49,053	62,426	96,631	102,028	126,378
Tionesta Valley and Hickory,	1,758	3,348	3,116	2,476	4,527
Tionesta Valley and Salmon Creek,	3,604	6,006	6,180	6,748	7,990
Trenton Cut-Off,	.....	50	300	.....	.....
Trenton-Delaware Bridge Company,	49,326	48,997	47,579	48,196	49,206
Tuscarora Valley,	16,749	22,545	21,991	23,683	25,254
Tyrone and Clearfield,	116,604	116,514	112,680	121,347	118,018
Union,	549,021	792,027	956,862	1,302,634	1,984,341
Ursina and North Fork,	1,147	1,133	2,025	2,177	1,712
Valley,	16,319	16,787	10,444	6,714	.....
Valley Connecting,	.....	.....	7,668	14,771	11,460
Washington and Franklin,	.....	.....	.....	13,200	17,020
Washington Run,	.....	.....	.....	14,184	35,560
Waynesburg and Washington,	57,464	69,096	64,248	85,501	119,330
West Chester,	13,934	12,965	12,217	13,652	12,965
Western Maryland,	1,003,809	1,296,640	1,352,770	1,495,671	1,728,665
Western New York and Pennsylvania h,	3,009,385	3,257,328	3,319,180	3,827,852	366,346
Western New York and Pennsylvania,†	.....	.....	.....	.....	393,642
Western Pennsylvania,	432,349	296,509	286,082	308,331	299,145
West Side Belt,	.....	43,080	30,230	26,443	30,465
Wheeling, Pittsburg and Baltimore,	.....	33,596	60,888	273,871	265,927
Wilkes-Barre and Eastern,	428,839	524,210	664,256	728,917	713,268
Wilkes-Barre and Northern,	.....	21,058	.....	.....	.....
Wilkes-Barre and Scranton,	50,380	50,746	50,708	51,052	51,175
Williamsport and North Branch,	78,368	92,919	101,454	109,209	114,996
Williams Valley,	25,612	25,883	23,861	22,416	22,619
Wilmington and Northern,	449,226	450,426	481,148	374,594	99,566
Wind Gap and Delaware,	.....	.....	.....	31,430	.....
York, Hanover and Frederick,	.....	9,383	7,517	1,352	5,640
York Southern,	69,520	74,357	75,077	89,908	59,765
Youghiogheny Northern,	13,839	17,366	23,808	33,793	94,063
Total,	$382,790,029	$412,819,741	$428,366,824	$498,012,493	$534,214,627

*Taken from report of Inter-State Commerce Commission.

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS.

Name of Company.	1896-7.	1897-8.	1898-9.	1899-0.	1900-1.
Addison and Pennsylvania,	$62,955	$51,935	.....	.....	.....
Allegheny Junction,	.....	.....	$7,290	$15,037	$4,072
Allegheny and South Side,	.....	16,768	16,007	14,124	14,637
Allegheny Valley h,	2,500,453	2,637,848	2,732,458	3,452,364	296,864
Allegheny Valley,†	.....	.....	.....	.....	1,066,610
Allegheny and Western,	.....	.....	.....	100,720	1,066,610
Allentown,	18	.....	11	179	179
Allentown Terminal,	18,000	18,000	18,000	18,000	18,000
Altoona and Beech Creek,	.....	.....	.....	600	600
Altoona and Philipsburg Connecting,	43,176	48,406	21,662	.....	.....
Bald Eagle Valley,	41,972	40,248	29,009	76,074	41,240
Baltimore and Cumberland Valley,	4,368	4,368	4,368	4,368	4,369
Baltimore and Cumberland Valley Extension,	13,800	13,800	13,800	13,800	13,800
Baltimore and Harrisburg,	208,562	217,526	216,512	221,503	231,332
Baltimore and Harrisburg Eastern Extension,	.....	27,650	28,050	28,050	28,100
Baltimore and Harrisburg Western Extension,	12,000	12,000	12,000	12,000	12,000
Baltimore and Ohio,	27,488,629	28,232,936	21,783,323	29,655,611	43,282,239
Baltimore and Philadelphia,	246,724	251,777	252,811	256,547	251,456
Bangor and Portland,	140,194	135,880	167,289	183,114	188,907
Barclay,	27,859	36,577	22,240	27,546	30,539
Bare Rock,	3,687	3,427	13,828	5,188	7,683
Beaver and Ellwood,	2,873	2,547	2,660	16,201	6,008
Bedford and Bridgeport,	93,267	92,678	91,762	92,214	91,809
Beech Creek,	1,285,375	1,366,619	1,577,033	226,000	225,333
Bellefonte Central,	.....	25,495	27,954	48,379	39,862
Belvidere-Delaware,	191,360	176,109	180,280	201,729	199,122
Berlin,	9,448	3,376	47	875	284
Berlin Branch,	8,520	8,493	6,029	8,751	8,899
Big Level and Kinzua,	1,803	134	95	5,270	2,933
Bessemer and Lake Erie,	.....	.....	.....	.....	708,188
Bloomsburg and Sullivan,	79,752	58,413	71,091	61,110	59,422
Bradford, Bordell and Kinzua,	73,639	69,628	77,300	92,432	99,346
Bradford and Western Pennsylvania,	5,967	5,535	4,402	4,252	4,740
Brookville,	.....	5,342	4,880	3,869	3,813

Brownstone and Middletown,	7,259	4,865	4,825	8,207	8,538
Buaffio, Rochester and Pittsburg,	3,017,985	3,221,103	3,265,614	4,300,876	5,008,189
Buffalo, Saint Mary's and Southwestern,	50,357	125,275	184,969	.....	.....
Buffalo and Susquehanna,	469,518	540,050	689,481	551,481	514,845
Bustleton,	7,398	9,445	693	711	675
Cambria and Clearfield,	85,598	77,928	76,297	125,698	79,644
Cammal and Black Forest,	20,466	16,407	26,492	28,129	22,188
Catasauqua and Fogelsville,	39,572	40,088	39,094	47,648	45,901
Catawissa,	10,071	7,743	7,118	8,909	10,418
Central Pennsylvania and Western,	24,182	58,469	52,553	56,816	59,631
Central Railroad of New Jersey,	12,856,145	12,894,327	13,213,235	14,364,594	14,668,225
Central Railroad of Pennsylvania,	92,070	89,250	95,952	93,905	102,766
Chambersburg and Gettysburg,	824	370	.....	.....	.....
Chartiers,	61,650	63,028	65,411	95,368	40,879
Chester Creek,	12,691	12,715	11,605	13,644	12,492
Chester and Delaware River,	22,587	30,667	23,667	32,881	39,446
Chestnut Hill,	1,150	300	300	300	300
Chestnut Ridge of Pennsylvania,	.....	.....	.....	3,740	.....
Clarion River,	23,247	19,336	16,915	.....	.....
Clearfield and Mahoning,	32,500	32,500	32,500	32,500	32,500
Clearfield Southern,	.....	.....	.....	2,386	11,090
Cleveland and Pittsburg,	570,715	553,308	551,502	604,850	596,941
Colebrookdale,	36,005	36,000	36,000	36,075	36,329
Columbia and Port Deposit,	81,689	82,062	82,450	87,375	86,463
Connecting,	81,143	75,975	69,447	82,223	74,504
Cornwall,	50,999	49,545	60,210	67,028	59,118
Cornwall and Lebanon,	153,977	155,500	151,910	215,891	204,707
Confluence and Oakland,	6,000	6,000	6,000	6,000	6,000
Coudersport and Port Allegheny,	57,508	53,305	62,081	75,794	85,379
Cresson and Irvona,	21,865	22,008	21,880	21,884	22,438
Cumberland Valley,	657,936	695,468	695,131	781,128	879,532
Delaware and Hudson,	9,129,133	8,830,072	8,596,937	8,771,279	8,804,331
Delaware, Lackawanna and Western,	18,431,679	19,419,944	20,499,744	18,585,175	21,480,616
Delaware River Railroad and Bridge Company,	52,558	58,442	116,329	100,412	60,477
Delaware, Susquehanna and Schuylkill,	899,734	996,025	997,313	1,012,151	1,039,047
Dillsburg and Mechanicsburg,	6,050	6,180	6,000	6,000	6,244
Downingtown and Lancaster,	19,180	17,653	15,797	15,920	15,948
Dunkirk, Allegheny Valley and Pittsburg,	435,412	405,032	425,431	350,298	221,684
Eaglesmere,	.....	5,675	5,575	8,209	4,080
East Broad Top,	83,836	56,492	77,469	91,707	74,951
East Mahanoy,	.....	.....	2,489	2,489	2,489
East Pennsylvania,	20,049	29,132	29,297	30,377	32,782
Easton and Northern,	13,399	2,295	2,295	2,295	2,295
Ebensburg and Black Lick,	5,534	5,403	5,419	5,679	7,486
Eddystone and Delaware River,	.....	.....	.....	2,850	8,197

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS—Continued.

Name of Company.	1896-7.	1897-8.	1898-9.	1899-0.	1900-1.
Elmira and Williamsport,	100,208	99,429	99,663	99,652	98,771
Elk and Highland,	.....	.....	8,118	11,235	22,235
Ellwood Connecting,	273	277	294	.....	287
Ellwood Short Line,	15,000	.....	.....	.....	15,000
Emporium and Rich Valley,	.....	13,590	16,271	24,112	18,899
Erie,	28,937,849	30,476,310	30,543,614	33,426,099	34,025,167
Erie and Pittsburg,	218,195	217,947	142,352	138,964	137,156
Erie and Wyoming Valley,	715,084	703,894	692,359	906,518	518,522
Etna and Montrose,	.....	37,135	51,984	79,580	50,941
Fair Hill,	8,573	8,757	8,243	9,159	8,659
Fairmont, Morgantown and Pittsburg,	141,422	140,482	141,097	141,783	143,031
Fall Brook,	1,811,433	1,813,878	1,711,305	16,108	15,967
Falls Creek,	4,380	.....	.....	.....	.....
Galeton and Eastern,	.....	.....	2,751	2,796	126,126
Gettysburg and Harrisburg,	115,902	113,111	111,690	129,058	.....
Glenwood,	.....	16,347	22,282	22,948	24,124
Hanover and Newport,	2,170	2,566	3,580	3,554	3,542
Hanover and York,	5,021	.....	.....	.....	.....
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	44,749	42,690	32,077	87,764	44,820
Hunter's Run and Slote Belt,	8,573	7,166	8,571	11,618	14,918
Huntingdon and Broad Top Mountain,	379,800	370,120	395,756	467,631	437,449
Ironton,	19,405	22,355	32,209	64,291	66,108
Jamestown and Franklin,	57,231	57,271	57,453	56,628	58,211
Johnsonburg,	13,757	13,468	13,570	13,686	13,389
Johnstown and Stony Creek,	.....	6,354	5,802	7,912	8,538
Junction,	127,533	130,847	12,875	40,316	34,675
Kane and Elk,	.....	6,522	6,405	8,871	8,574
Keating and Smethport,	.....	.....	.....	.....	1,310
Ketner, St. Mary's and Shawmut,	7,818	7,827	8,501	5,551	.....
Kensington and Tacony,	1,980	1,317	1,336	1,313	1,340
Kinzua Creek and Kane,	.....	9,489	.....	.....	.....
Kinzua Hemlock,	1,259	89	235	96	1,075
Kinzua and Tiona,	.....	8,512	12,842	.....	13,608
Kinzua Valley,	6,558	7,319	6,775	9,786	.....

Kishacoquillas Valley,	8,900	9,889	9,618	11,017	10,317
Kushequa,	.....	.....	.....	.....	38
Kish Waukee Mineral Spring,	.....	3,801	3,956	.....	.....
Lackawanna and Montrose,	12,575	13,972	15,302	16,567	30,651
Lancaster, Oxford and Southern,	13,884	14,530	14,988	14,359	14,973
Lancaster and Reading,	23,072	28,182	22,705	39,350	2,052
Lawrenceville Terminal,	.....	.....	.....	3,004	.....
Lake Shore and Michigan Southern,	16,865,334	17,157,986	17,637,661	19,369,501	21,410,589
Lehigh and Lackawanna,	18,000	18,000	18,000	18,000	18,000
Lehigh and New England,	44,054	69,312	80,074	96,586	123,011
Lehigh Valley,	19,502,035	20,404,283	22,061,271	25,382,345	26,593,865
Leetonia,	.....	.....	.....	11,245	16,762
Lewisburg and Buffalo Valley,	.....	.....	.....	12,000	.....
Lewisburg and Tyrone,	19,610	20,157	19,712	21,071	20,576
Ligonier Valley,	36,608	41,277	51,577	45,294	59,376
Little Saw Mill Run,	31,881	.....	.....	.....	.....
Little Schuylkill Navigation,	48,488	4,101	4,062	4,106	4,728
Lykens Valley,	4,049	5,523	5,040	4,897	4,890
McKeesport Connecting,	38,021	50,177	72,008	65,223	60,481
McKeesport Terminal,	.....	6,624	8,832	5,878	6,910
Mahoning and Allegheny,	.....	.....	.....	13,135	.....
Mahoning Valley,	13,135	13,135	13,135	.....	13,135
Mahoning State Line,	355	361	369	327	261
Maryland and Pennsylvania,	.....	.....	.....	.....	85,988
Meadville, Conneaut Lake and Linesville,	10,000	10,000	10,000	10,000	10,000
Mead Run,	.....	3,861	.....	.....	.....
Medix Run,	6,498	7,347	2,121	2,670	2,249
Middletown and Hummelstown,	7,733	9,247	10,620	9,231	11,145
Mifflin and Centre County,	6,858	.....	.....	.....	.....
Mill Creek and Mine Hill,	464	457	3,049	3,077	3,695
Mine Hill and Schuylkill Haven,	44,010	45,041	29,773	30,591	30,817
Mohnsville and Adamstown,	.....	5,573	5,719	5,633	5,465
Monongahela Connecting,	105,368	142,103	207,780	299,944	248,567
Monongahela and Washington,	.....	.....	.....	553	799
Mont Alto,	7,695	7,719	8,477	8,252	753
Montour,	35,449	43,659	56,460	48,555	70,458
Montrose,	18,613	12,533	.....	1,162	.....
Mount Carbon and Port Carbon,	3,193	3,187	3,191	3,190	3,224
Mount Carmel and Natalie,	.....	7,984	1,000	11,307	58,292
Mount Jewett, Cleremont and Northern,	636	15,875	17,060	94,459	.....
Mount Jewett, Kinzua and Riterville,	42,301	46,129	61,439	15,721	109,690
Mount Jewett and Smethport,	10,895	.....	.....	.....	.....
Mount Penn Gravity,	14,940	10,743	13,043	.....	14,500
Mount Pleasant and Broadford,	711	1,071	81	1,955	420
Mount Pleasant and Latrobe,	.....	3,069	6,617	5,607	4,371

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS—Continued.

Name of Company.	1896-7.	1897-8.	1898-9.	1899-0.	1900-1.
Nescopec,	11,455	11,666	11,533	10,551	.....
Nesquehoning Valley,	8,160	8,160	8,160	8,160	7,983
Neversink Mountain,	.....	10,987	9,194	12,141	14,007
New Castle and Beaver Valley,	.....	23,900	3,708	5,833	63,310
New Castle and Butler,	8,480	9,957	11,124	10,393	10,212
New Castle and Shenango Valley,	15,019	18,321	21,948	15,000	.....
New Haven and Dunbar,	14,962	13,748	30,603	39,481	38,054
Newport and Sherman's Valley,	20,539	20,909	22,295	31,129	36,271
New York Central and Hudson River,	*40,228,272	*43,415,701	*44,926,112	51,315,995	53,398,737
New York, Chicago and St. Louis,	1,388,178	6,084,310	6,385,920	6,638,348	6,652,327
New York and North Pennsylvania,	6,748	5,510	.....	.....	.....
New York, Ontario and Western,	3,577,292	3,595,125	3,890,364	4,378,151	4,860,896
New York and Pennsylvania,	25,475	33,359	52,171	87,952	115,257
New York, Susquehanna and Western,	1,746,964	1,821,026	1,846,597	1,861,449	1,825,588
Nittany Valley,	.....	9,835	14,504	7,395	6,245
Norristown Junction,	2,170	2,344	2,154	1,939	2,242
Northern Central,	5,949,606	6,343,372	6,519,006	7,342,280	7,802,512
North Bend and Kettle Creek,	.....	23,294	20,535	21,803	20,501
North East Pennsylvania,	103,473	102,011	101,049	104,700	142,242
Northern Liberties,	.....	26,500	45,922	43,717	47,925
North Pennsylvania,	459,000	459,000	459,000	459,000	459,000
North and West Branch,	111,368	112,273	123,773	193,747	.....
Ohio and Baltimore Short Line,	33,007	25,287	25,440	16,303	13,400
Ohio Connecting,	.....	33,000	41,018	33,000	50,733
Ohio River Junction,	.....	.....	1,293	6,504	11,529
Ontario, Carbondale and Scranton,	78,258	78,306	78,009	77,816	77,815
Oregno and Texas,	2,420	690	.....	.....	.....
Penn Gas and Coal Company's Railroad,	.....	16,915	15,348	.....	.....
Pennnsylvania,	58,629,215	63,545,283	65,651,298	75,760,963	90,856,135
Pennsylvania Company,	18,784,756	20,434,502	20,908,205	25,373,752	26,489,868
Pennsylvania and New York Canal and Railroad,	492,500	492,500	492,500	492,500	492,500
Pennsylvania and Northwestern,	.....	485,348	541,016	.....	586,673
Pennsylvania Schuylkill Valley,	412,605	363,207	494,833	392,540	.....
Pennsylvania and Northwestern,	429,620	.....	.....	570,029	.....

People's,	.....	6,402	5,923	2,943	2,512
Perkiomen,	262,791	263,916	254,890	278,064	331,134
Perry County,	19,281	20,457	20,658	20,728	21,613
Philadelphia and Baltimore Central,	171,858	166,773	166,172	171,685	172,016
Philadelphia Belt Line,	6,800	5,894	6,465	8,755	7,896
Philadelphia, Bustleton and Trenton,	.....	988	608	950	1,201
Philadelphia and Chester Valley,	50,119	47,639	47,905	51,944	60,544
Philadelphia and Delaware County,	9,845	15,288	9,660	9,751	9,771
Philadelphia and Erie,	1,296,462	1,223,974	1,292,670	1,528,450	1,848,318
Philadelphia and Frankford,	17,503	18,387	20,294	20,000	21,970
Philadelphia, Germantown and Chestnut Hill,	71,225	67,907	67,866	67,991	67,774
Philadelphia, Germantown and Norristown,	5,224	5,455	4,492	5,446	5,593
Philadelphia, Harrisburg and Pittsburg,	68,750	108,712	116,665	110,699	110,714
Philadelphia, Newtown and New York,	94,367	85,800	72,171	80,121	94,528
Philadelphia and Reading,	21,819,505	21,510,416	23,022,882	26,178,847	27,812,558
Philadelphia and Reading Terminal,	458,225	425,000	425,000	430,000	450,149
Philadelphia and Trenton,	19,623	20,541	26,574	27,907	25,566
Philadelphia, Wilmington and Baltimore,	8,162,434	8,661,500	9,362,778	10,301,088	11,209,824
Pickering Valley,	23,262	23,261	23,261	23,371	23,371
Pine Creek,	228,925	231,991	199,328	210,000	210,000
Pittsburg, Bessemer and Lake Erie,	798,597	1,612,385	1,794,464	2,005,953	1,510,206
Pittsburg, Allegheny and McKee's Rocks,	.....	.....	.....	16,728	79,206
Pittsburg and Allegheny River,	.....	.....	4,008	12,006	12,724
Pittsburg and Castle Shannon,	68,052	63,750	64,580	77,514	94,494
Pittsburg, Chartiers and Youghiogheny,	139,539	125,913	127,092	147,553	160,512
Pittsburg, Cincinnati, Chicago and St. Louis,	15,761,476	17,385,199	17,957,645	21,367,896	20,890,935
Pittsburg and Connellsville,	1,700,911	2,150,491	1,191,863	1,787,726	1,721,102
Pittsburg and Eastern,	20,361	24,283	70,961	23,879	275
Pittsburg, Fort Wayne and Chicago,	893,210	893,768	892,252	524,828	523,210
Pittsburg Junction,	270,602	310,591	305,895	320,689	306,679
Pittsburg and Lake Erie,	3,629,531	4,215,889	4,627,743	5,734,974	6,555,983
Pittsburg, Lisbon and Western,	39,507	41,366	40,892	52,898	53,685
Pittsburg, Johnstown, Ebensburg and Eastern,	.....	.....	7,550	26,872	48,987
Pittsburg, Marion and Chicago,	.....	.....	.....	.....	270,926
Pittsburg, McKeesport and Youghiogheny,	260,243	263,743	261,791	266,826	.....
Pittsburg and Moon Run,	27,728	24,889	26,735	30,775	32,302
Pittsburg and Northern,	.....	710	.....	908	741
Pittsburg and Ohio Valley,	.....	.....	.....	2,469	10,973
Pittsburg, Shawmut and Northern,	.....	.....	.....	462,736	554,566
Pittsburg, Virginia and Charleston,	219,298	227,082	311,391	500,488	263,000
Pittsburg and Western,	1,794,791	2,025,899	2,001,265	2,137,871	2,168,448
Pittsburg, Youngstown and Ashtabula,	184,700	342,592	168,100	423,561	254,785
Pomeroy and Newark,	941	3,202	981	1,109	1,594
Quakertown and Eastern,	.....	.....	5,750	12,357	29,044
Reading and Columbia,	301,931	302,268	308,582	319,259	316,985

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS—Continued.

Name of Company.	1896-7.	1897-8.	1898-9.	[illegible]	1900-1.
Reynoldsville and Falls Creek,	62,407	96,826	103,702	162,899	137,835
Ridgway and Clearfield,	30,471	28,098	25,678	30,676	28,314
River Front,	19,503	19,112	17,721	20,368	19,255
Rochester, Beaver Falls and Western,	.....	.....	.....	.....	655
Rupert and Bloomsburg,	7,187	7,380	7,271	8,221	8,574
Salisbury,	37,789	42,467	36,550	14,463	11,310
Scalp Level,	.....	916	2,666	20,866	67,198
Schuylkill and Juniata,	.....	.....	.....	41,180	568,596
Schuylkill and Lehigh,	27,000	27,000	28,233	25,606	25,606
Schuylkill and Lehigh Valley,	100,000	100,000	100,000	100,000	100,000
Schuylkill River East Side,	270,159	255,046	255,263	254,628	261,796
Schuylkill Valley Navigation Railroad,	464	457	2,766	2,794	2,765
Scottdale Connecting,	.....	.....	.....	26,381	6,658
Scranton and Spring Brook,	.....	10	151	7,075	10,496
Shamokin, Sunbury and Lewisburg,	100,000	121,873	121,933	122,195	122,215
Shamokin Valley and Pottsville,	151,209	148,047	143,058	153,096	147,978
Sharon,	9,148	9,131	9,257	9,354	18,660
Sharpsville,	22,182	33,603	33,542	47,928	26,955
Shenango Valley,	.....	3,928	2,918	8,169	6,761
Sheffield and Tionesta,	.....	.....	.....	.....	4,730
Slack Water Connecting,	.....	37,474	74	.....	50
Slate Run,	17,654	19,345	24,158	36,318	41,853
Smithfield and Masontown,	.....	.....	.....	.....	223
Somerset and Cambria,	31,730	31,576	30,987	44,023	32,880
South Branch,	.....	.....	17,210	14,496	12,018
South Fork,	1,019	1,426	2,827	5,375	71,447
South Shore,	.....	18,350	17,768	32,321	20,412
Southwest Pennsylvania,	98,881	100,804	95,205	267,864	123,984
Southwest Connecting,	.....	.....	.....	.....	634
Southern Pennsylvania Railway and Mining Company,	.....	43,900	44,763	44,394	44,419
State Line and Sullivan,	42,572	33,434	46,745	102,160	37,457
Stewart,	.....	356	146	2,779	3,481
Stewartstown,	15,823	12,252	10,605	9,933	10,405
Stony Creek,	56,928	54,500	27,160	55,009	31,083

Sugar Run,	6,716	5,984	.....	.....	.....
Sunbury, Hazleton and Wilkes-Barre,	145,713	147,035	140,415	176,826	.....
Sunbury and Lewistown,	129,906	151,208	231,442	232,808	.....
Susquehanna and New York,	.....	.....	9,258	9,304	.....
Susquehanna and Buafflo,	5,158	4,841	5,241	4,998	7,763
Susquehanna and Clearfield,	14,752	18,658	14,576	14,626	.....
Susquehanna Connecting,	.....	18,500	24,839	24,839	19,250
Tamaqua, Hazleton and Northern,	5,029	5,728	22,979	26,289	29,788
Tiadaghton and Fahnestalk,	.....	293	.....	.....	.....
Tionesta Valley,	39,515	37,960	69,888	77,283	126,680
Tionesta Valley and Hickory,	1,392	2,647	2,798	2,750	4,573
Tionesta Valley and Salmon Creek,	6,362	2,891	5,420	6,439	7,896
Tipton,	65	55	.....	.....	.....
Trenton Cut-Off,	.....	500	.....	1,000	500
Trenton-Delaware Bridge Company,	32,838	33,104	33,692	34,176	34,163
Tuscarora Valley,	8,175	16,221	21,726	23,455	24,077
Tyrone and Clearfield,	56,604	56,514	52,680	61,347	58,018
Union,	.....	576,554	839,607	1,220,814	1,548,133
Ursina and North Fork,	1,863	1,482	1,562	1,833	1,635
Valley,	7,563	12,528	5,884	4,885	.....
Valley Connecting,	.....	.....	7,668	14,591	10,260
Washington and Franklin,	.....	.....	.....	7,500	11,418
Washington Run,	.....	.....	.....	10,956	24,405
Waynesburg and Washington,	53,437	50,163	52,610	58,538	89,625
West Chester,	5,684	4,715	4,027	5,402	4,715
Western Maryland,	1,031,269	1,172,345	1,164,154	1,315,488	1,489,687
Western New York and Pennsylvania h,	.....	3,063,819	3,221,162	3,810,391	396,547
Western New York and Pennsylvania,†	.....	.....	.....	.....	877,593
Western Pennsylvania,	242,964	190,009	179,582	201,831	192,645
West Side Belt,	.....	41,283	41,156	37,526	39,135
Wheeling, Pittsburg and Baltimore,	280,051	279,046	278,904	305,156	282,413
Wilkes-Barre and Eastern,	381,385	524,210	664,256	728,917	713,268
Wilkes-Barre and Northern,	.....	17,554	.....	.....	.....
Wilkes-Barre and Scranton,	25,380	25,746	25,708	26,052	26,175
Williamsport and North Branch,	128,316	118,740	129,266	98,779	110,278
Williams Valley,	20,438	22,195	22,552	23,729	22,799
Wilmington and Northern,	441,691	434,678	459,828	336,306	46,561
York, Hanover and Frederick,	.....	13,541	14,163	14,356	13,682
York Southern,	63,555	66,835	73,711	82,652	60,748
Youghiogheny Northern,	.....	2,097	1,520	1,767	2,023
Total,	$345,638,666	$373,858,544	$379,497,069	$428,837,899	$467,159,172

*Taken from report of Inter-State Commerce Commission. h See foot note "h," Table "E."
†Deductions from income for eleven months ending June 30, 1901.

TABLE A—LIABILITIES.

Name of Company.	Total amount of capital stock outstanding.	Total amount of funded debt outstanding.	Total amount of current liabilities.	Total capitalization.
Allentown and Kutztown Traction,	$250,000	$144,000	$221,524	$615,524
Altoona and Logan Valley,	415,350	470,500	29,728	915,578
Ashland and Centralia,	60,000	60,000	3,234	123,234
Beaver Valley Traction,	1,000,000	750,000	156,389	1,906,389
Bradford,	130,000	130,000	12,925	272,925
Bristol,	50,000	.....	.....	50,000
Butler,	50,000	.....	38,834	88,834
Carlisle and Mt. Holly,	100,000	100,000	.....	200,000
Charleroi and West Side,	150,000	135,000	2,383	287,383
Chester Traction,	500,000	250,000	338,824	1,088,824
Citizens' Traction, Oil City,	150,000	.....	29,279	179,279
City, Altoona,	200,000	50,000	16,340	266,340
Conestoga Traction,	4,000,000	1,800,000	78,356	5,878,356
Connellsville Suburban,	25,000	.....	7,250	32,250
Consolidated Traction Company,	27,000,000	48,000	972,931	28,020,931
Cumberland Valley Traction,	446,400	270,000	30,000	746,400
Delaware County and Philadelphia,	300,000	64,000	13,533	377,533
Doylestown and Willow Grove,	500,000	500,000	477	1,000,477
DuBois Traction,	17,500	16,800	3,069	37,369
East End,	18,000	18,000	13,572	49,572
East McKeesport,	250,000	20,000	245,016	515,016
Easton and Nazareth,	250,000	250,000	15,000	515,000
Erie Electric Motor,	1,250,000	1,000,000	3,546	2,253,546
Erie Traction,	500,000	500,000	194,994	1,194,994
Franklin,	60,000	50,000	1,418	111,418

Gettysburg Transit,	100,000	100,000	36,220	236,220
Hanover and McSherrystown,	30,000	.....	4,300	34,300
Harrisburg and Mechanicsburg,	144,500	144,500	17,048	306,048
Harrisburg Traction,	2,000,000	75,000	52,136	2,127,136
Holmesburg, Tacony and Frankford,	750,000	400,000	21,331	1,171,331
Johnstown,	600,000	624,000	157,143	1,381,143
Kittanning and Ford City,	50,000	50,000	.....	100,000
Lehigh Valley Traction,	2,000,000	3,000,000	690,430	5,690,430
Lehigh Traction,	1,000,000	585,000	153,467	1,738,467
Lebanon Valley,	500,000	500,000	21,909	1,021,909
Lewisburg, Milton and Watsontown,	150,000	150,000	5,145	305,145
Lewistown and Reedsville,	150,000	150,000	4,200	304,200
Lykens and Williams Valley,	188,500	168,000	19,233	375,733
McKeesport, Wilmerding and Duquesne,	350,000	76,500	220,773	647,273
Mauch Chunk, Lehighton and Slatington,	600,000	208,000	32,294	840,294
Meadville,	350,000	300,000	9,647	659,647
Media, Middletown, Ashland and Chester,	5,623	.....	1,902	7,525
Monongahela,	1,000,000	1,000,000	608,810	2,608,810
Monongahela City,	15,000	.....	3,225	18,225
Montgomery and Chester,	55,000	100,000	5,876	160,876
Montoursville,	75,000	75,000	2,725	152,725
Mount Troy and Reserve Township,	20,000	.....	8,500	28,500
New Castle Traction,	500,000	500,000	301,438	1,301,438
Newtown,	300,000	300,000	37,886	637,886
Oil City,	90,000	25,000	96,816	211,816
Olean, Rock City and Bradford,	210,000	200,000	41,419	451,419
Patterson Heights,	6,000	.....	5,000	11,000
People's, Nanticoke and Newport,	100,000	100,000	3,000	203,000
Philadelphia and Chester,	350,000	270,000	23,198	643,198
Philadelphia and West Chester Traction,	548,938	390,000	85,201	1,024,139
Pittsburg and Birmingham Traction,	3,000,000	1,500,000	1,236,393	5,736,393
Pittsburg, McKeesport and Connellsville,	1,050,000	1,155,000	22,555	2,227,555
Pottstown,	87,500	75,000	29,927	192,427
Pottsville Union Traction,	1,250,000	250,000	.....	1,500,000
Punxsutawney,	80,000	17,053	.....	97,053
Quakertown Traction,	141,900	135,000	135,215	412,115
Reading and Southwestern,	130,000	75,000	31,969	236,969
Ringing Rocks,	50,000	54,000	16,880	120,880
River View,	50,000	.....	22,315	72,315
Roxboro, Chestnut Hill and Norristown Traction,	198,400	396,000	217,205	811,605
Schuylkill Traction,	2,000,000	500,000	36,399	2,536,399
Schuylkill Valley Traction,	500,000	236,000	150,750	886,750
Scranton,	3,000,000	3,000,000	134,452	6,134,452

TABLE A—LIABILITIES—Continued.

Name of Company.	Total amount of capital stock outstanding.	Total amount of funded debt outstanding.	Total amount of current liabilities.	Total capitalization.
Shamokin and Edgewood,	60,000	60,000	3,000	123,000
Shamokin and Mt. Carmel,	500,000	500,000	86,386	1,086,386
South Side, Williamsport,	25,000	25,000	1,817	51,817
Southern Traction,	5,000,000	4,479,000	151,460	9,630,460
Southwestern,	400,000	400,000	116,644	916,644
Stroudsburg,	51,200	3,002	.....	54,202
Sunbury and Northumberland,	125,500	5,000	77,356	207,856
Suburban Rapid Transit,	800,000	200,000	12,071	1,012,071
Susquehanna Traction,	200,000	100,000	750	300,750
Tamaqua and Landsford,	100,000	193,000	11,198	304,198
Tarentum Traction,	50,000	100,000	2,535	152,535
Titusville Electric Traction,*	.....	100,000	59,035	159,035
United Traction of Philadelphia,	10,499,913	.....	3,976,347	14,476,260
United Traction of Pittsburg,	20,000,000	10,000,000	648,925	30,648,925
United Traction of Reading,	400,000	149,900	875,151	1,425,051
Valley,	150,000	75,000	17,062	242,062
Vallamont Traction,	101,700	100,000	29,676	231,376
Warren,	75,000	75,000	1,436	151,436
Washington,	125,000	125,000	1,432	251,432
Waverly, Sayre and Athens Traction,	200,000	150,000	15,647	365,647
West Chester,	60,000	34,000	27,322	121,322
Westmoreland,	500,000	227,800	24,210	752,010
Wilkes-Barre, Dallas and Harvey's Lake,	200,000	150,000	22,589	372,589
Wilkes-Barre and Wyoming Valley Traction,	5,000,000	1,817,000	417,396	7,234,396
Williamsport,	338,550	169,000	67,082	574,632

Wilkinsburg and East Pittsburg,	2,000,000	2,000,000	204,685	4,204,685
Yardley, Morrisville and Trenton,	100,000	100,000	1,855	201,855
York,	166,300	150,000	42,778	359,078
Total,	$108,676,774	$44,998,055	$14,028,799	$167,703,628

*No stock issued.

TABLE B—ASSETS.

Name of Company.	Total cost of road.	Total cost of equipment.	Stocks owned.	Bonds Owned.	Cash and current assets.	Other assets.	Total assets.
Allentown and Kutztown Traction,	$556,793	$56,642	.....	.....	$2,089	.....	$615,524
Altoona and Logan Valley,*	667,684	.....	.....	.....	53,091	$315,000	1,035,775
Ashland and Centralia,*	123,150	.....	.....	$3,000	.....	.....	126,150
Beaver Valley Traction,	143,760	35,738	.....	.....	15,367	†1,750,000	1,944,865
Bradford,	215,039	34,705	.....	.....	24,137	.....	273,881
Bristol,	49,900	100	.....	.....	.....	.....	50,000
Butler,	73,993	17,219	.....	.....	.....	.....	91,212
Carlisle and Mt. Holly,	182,200	17,800	.....	.....	1,998	.....	201,998
Charleroi and West Side,	279,016	20,398	.....	.....	21,691	.....	321,105
Chester Traction,	846,657	106,226	$200,108	.....	21,842	.....	1,174,833
Citizens' Traction, Oil City,	120,258	52,397	.....	.....	896	.....	173,551
City, Altoona,*	250,000	.....	.....	.....	34,838	.....	284,838
Conestoga Traction,	3,417,108	910,878	698,400	.....	8,689	†826,000	5,861,075
Connellsville Suburban,	22,467	7,227	.....	.....	7,310	.....	37,004
Consolidated Traction Company,	5,765,119	.....	22,182,765	.....	432,177	.....	28,380,061
Cumberland Valley Traction,	693,709	52,691	.....	.....	33	.....	746,433
Delaware County and Philadelphia,	285,657	90,628	.....	.....	19,290	.....	395,575
Doylestown and Willow Grove,	971,010	1,819	.....	.....	27,927	.....	1,000,756
DuBois Traction,	27,741	10,672	.....	.....	1,374	.....	39,787
East End,	26,016	6,616	.....	.....	230	.....	32,862
East McKeesport,	514,833	.....	.....	3,850	.....	.....	518,683
Easton and Nazareth,	443,761	.....	.....	.....	644	.....	444,405
Erie Electric Motor,	899,527	319,680	850,000	.....	107,743	58,029	2,234,979
Erie Traction,	1,074,649	114,450	.....	.....	2,446	.....	1,191,545
Franklin,	87,927	18,852	.....	.....	7,267	.....	114,046

Gettysburg Transit,	238,092	.....	.....	.....	253	.....	238,345
Hanover and McSherrystown,	28,570	8,237	.....	.....	1,601	.....	38,408
Harrisburg and Mechanicsburg,	288,830	15,170	.....	151	.....	.....	304,151
Harrisburg Traction,	.....	200,000	1,870,000	.....	57,136	.....	2,127,136
Holmesburg, Tacony and Frankford,	866,826	284,266	.....	.....	27,517	.....	1,178,609
Johnstown,	1,194,975	180,222	.....	.....	19,719	.....	1,394,916
Kittanning and Ford City,	100,000	.....	.....	.....	.....	.....	100,000
Lebanon Valley,	1,004,483	.....	.....	.....	21,799	.....	1,026,282
Lehigh Traction,	592,175	192,573	.....	.....	28,634	†1,000,000	1,813,382
Lehigh Valley Traction,	1,164,878	1,199,929	200,200	.....	617,613	†2,508,606	5,691,226
Lewisburg, Milton and Watsontown,	248,267	54,292	.....	.....	3,576	.....	306,135
Lewistown and Reedsville,*	248,671	.....	60,000	.....	2,084	.....	310,755
Lykens and Williams Valley,	367,465	.....	.....	.....	6,755	.....	374,220
McKeesport, Wilmerding and Duquesne,	599,051	24,424	.....	.....	11,996	.....	635,471
Mauch Chunk, Lehighton and Slatington,	808,000	.....	.....	.....	25,880	.....	833,880
Meadville,	248,300	56,100	.....	.....	5,247	†350,000	659,647
Media, Middletown, Ashland and Chester,	5,623	.....	.....	.....	2,817	.....	8,440
Monongahela,	2,231,865	334,946	.....	.....	155,207	.....	2,722,018
Monongahela City,	14,180	7,195	.....	.....	.....	.....	21,375
Montgomery and Chester,	155,000	.....	.....	.....	1,118	.....	156,118
Montoursville,	132,000	20,640	.....	.....	1,094	.....	153,734
Mount Troy and Reserve Township,	22,020	2,985	.....	.....	695	.....	25,700
New Castle Traction,	504,813	108,435	500,000	.....	230,473	.....	1,343,721
Newtown,	608,868	5,060	.....	.....	4,223	.....	618,151
Oil City,	90,862	48,178	.....	.....	15,961	12,500	167,501
Olean, Rock City and Bradford,	314,599	128,595	.....	.....	11,843	.....	455,037
Patterson Heights,	9,254	.....	.....	.....	48	.....	9,302
People's, Nanticoke and Newport,	151,730	48,915	.....	.....	5,826	.....	206,471
Philadelphia and Chester,	632,500	.....	.....	.....	1,659	.....	634,159
Philadelphia and West Chester Traction,	661,204	240,668	83,417	.....	17,164	2,250	1,004,703
Pittsburgh and Birmingham Traction,	1,372,288	266,600	1,208,462	.....	216,301	2,893,667	5,957,318
Pittsburgh, McKeesport and Connellsville,	2,204,719	.....	.....	.....	.....	.....	2,204,719
Pottstown,	130,291	29,051	.....	.....	1,751	31,049	192,142
Pottsville, Union Traction,*	1,247,062	.....	.....	.....	257,356	.....	1,504,418
Punxsutawney,	67,773	29,280	.....	.....	443	.....	97,496
Quakertown Traction,	363,809	16,798	5,720	.....	2,337	.....	388,664
Reading and Southwestern,	156,223	82,616	.....	.....	7,584	.....	246,423
Ringing Rocks,	77,436	37,338	.....	.....	.....	.....	114,774
River View,	65,191	2,835	.....	.....	1,740	.....	69,766
Roxboro, Chestnut Hill and Norristown Traction,	482,485	148,413	174,750	25,000	28,300	.....	858,948
Schuylkill Traction,	2,092,980	438,306	.....	.....	5,113	.....	2,536,399
Schuylkill Valley Traction,	136,516	84,017	481,049	130,500	26,925	.....	859,007
Scranton,*	4,615,765	320,819	1,048,977	.....	329,263	.....	6,314,824

TABLE B—ASSETS—Continued.

Name of Company.	Total cost of road.	Total cost of equipment.	Stocks owned.	Bonds Owned.	Cash and current assets.	Other assets.	Total assets.
Shamokin and Edgewood,	50,361	13,650	.....	.....	62,130	.....	126,141
Shamokin and Mt. Carmel,	753,201	302,325	.....	.....	5,435	3,850	1,064,811
South Side, Williamsport,	50,040	.....	.....	.....	7,278	.....	57,318
Southern Traction,*	4,517,616	.....	5,072,000	.....	52,210	.....	9,641,826
Southwestern,	816,977	62,627	.....	.....	13,742	.....	893,346
Stroudsburg,	41,750	9,450	.....	.....	3,002	.....	54,202
Sunbury and Northumberland,	143,017	52,664	.....	.....	3,437	.....	199,118
Suburban Rapid Transit,	790,765	171,267	.....	.....	49,979	.....	1,012,011
Susquehanna Traction,	272,000	28,000	.....	.....	1,262	.....	301,262
Tamaqua and Landsford,	248,662	55,799	.....	.....	9,482	.....	313,943
Tarentum Traction,	124,523	20,038	.....	.....	3,548	.....	148,109
Titusville Electric Traction,	120,508	38,065	.....	.....	2,378	.....	160,951
United Traction of Philadelphia,	2,105,385	2,302,732	5,257,591	326,500	6,518,433	.....	16,510,641
United Traction of Pittsburg,*	17,100,965	.....	13,705,050	200,000	82,350	.....	31,088,365
United Traction of Reading,	331,217	51,840	506,883	.....	363,755	199,860	1,453,555
Valley,	227,100	.....	.....	.....	1,520	.....	228,620
Vallamont Traction,	191,648	15,000	.....	.....	11,036	.....	217,684
Warren,	93,623	31,170	.....	.....	13,564	25,000	163,357
Washington,	229,028	35,654	.....	.....	18,832	.....	283,514
Waverly, Sayre and Athens Traction,	284,134	67,447	.....	.....	.....	.....	351,581
West Chester,	92,635	27,234	.....	.....	4,530	.....	124,399
Westmoreland,*	693,128	.....	.....	.....	67,780	.....	760,908
Wilkes-Barre, Dallas and Harvey's Lake,*	369,773	.....	.....	.....	5,957	.....	375,730
Wilkes-Barre and Wyoming Valley Traction*	7,127,393	.....	.....	.....	145,964	.....	7,273,357
Williamsport,	475,348	81,696	.....	.....	80,417	.....	637,461

Wilkinsburg and East Pittsburg,	3,307,775	449,919	.....	.....	459,532	.....	4,217,226
Yardley, Morrisville and Trenton,	200,000	1,000	.....	.....	855	.....	201,855
York,	206,832	114,692	.....	.....	14,256	32,239	368,019
Total,	$84,192,336	$10,423,910	$54,045,372	$689,001	$10,922,931	$10,008,050	$170,281,600

*Includes cost of equipment.
†Franchises.
‡"Cost of road and equipment" not being given, the amount of "stock and funded debt" outstanding is inserted.

TABLE C—INCOME—Continued.

Name of Company.	Gross earnings from operations.	Income from other sources.	Total income.
Allentown and Kutztown Traction,	$40,229	$3,372	$43,601
Altoona and Logan Valley,	106,677	20,586	127,263
Ashland and Centralia,	11,472	60	11,532
Beaver Valley Traction,	106,705	41,287	147,992
Bradford,	44,869	431	45,300
Bristol,	2,312	.....	2,312
Butler,	14,048	463	14,511
Carbon County i,	8,363	.....	8,363
Carlisle and Mt. Holly,	2,695	42	2,737
Charleroi, West Side,	39,094	1,504	40,598
Chester Traction,	294,039	1,876	295,915
Citizens' Traction, Oil City,	15,086	.....	15,086
City, Altoona,	95,685	295	95,980
Conestoga Traction,	255,570	14,963	270,533
Connellsville Suburban,	20,628	242	20,870
Consolidated Traction Company,	2,918,601	360,588	3,279,189
Cumberland Valley Traction,	15,775	2,200	17,975
Delaware County and Philadelphia,	75,819	2,094	77,913
Doylestown and Willow Grove,	41,569	119	41,688
Du Bois Traction,	10,746	157	10,903
East End,	4,192	.....	4,192
East McKeesport,	5,156	.....	5,156
Easton and Nazareth,	10,140	252	10,392
Easton Transit Company a,	88,357	3,588	91,945
Erie Electric Motor,	184,978	869	185,847
Erie Traction c,	13,475	100	13,575

Franklin,	23,635	142	23,777
Gettysburg Transit,	4,756	.....	4,756
Hanover and McSherrytown,	7,053	57	7,110
Harrisburg and Mechanicsburg,	35,375	150	35,525
Harrisburg Traction,	346,719	47,052	393,771
Holmesburg, Tacony and Frankford,	111,818	321	112,139
Johnstown,	203.586	700	204,286
Kittanning and Ford City,	29,745	.....	29,745
Lebanon Valley,	62,859	166	63,025
Lehigh Traction,	121,270	3,664	124,934
Lehigh Valley Traction,	544,606	2,572	547,178
Lewisburg, Milton and Watsontown,	22,881	475	23,356
Lewistown and Reedsville,	31,298	2,427	33,725
Lykens and Williams Valley,	20,123	158	20,281
McKeesport, Wilmerding and Duquesne g,	43,716	1,091	44,807
Mauch Chunk, Lehighton and Slatington j,	4,107	.....	4,107
Meadville,	29,455	121	29,576
Media, Middletown, Ashland and Chester,	21,836	48	21,884
Monongahela,	354,044	2,249	356,293
Monongahela City,	5,548	.....	5,548
Montgomery and Chester,	13,396	105	13,501
Montoursville,	14,466	558	15,024
Mount Troy and Reserve Township,	1,995	.....	1,995
New Castle Traction,	121,804	376	122,180
Newtown,	48,413	5,300	53,713
Oil City,	42,522	719	43,241
Olean, Rock City and Bradford,	36,040	6,614	42,654
Patterson Heights,	1,288	.....	1,288
People's, Nanticoke and Newport,	24,844	293	25,137
Philadelphia and Chester,	6,194	.....	6,194
Philadelphia, Morton and Swarthmore b,	9,922	1,019	10,941
Philadelphia and West Chester Traction,	100,166	.....	100,166
Pittsburg and Birmingham Traction,	537,238	124,679	661,917
Pittsburg, McKeesport and Connellsville f,	64,642	549	65,191
Pottstown,	24,586	.....	24,586
Pottsville Union Traction,	155,420	.....	155,420
Punxsutawney,	31,231	330	31,561
Quakertown Traction,	17,451	1,051	18,502
Reading and South Western,	42,585	.....	42,585
Ringing Rocks,	9,830	.....	9,830
River View,	3,508	.....	3,508
Roxboro, Chestnut Hill and Norristown Traction,	132,448	3,625	136,073
Schuylkill Traction,	126,806	1,553	128,359
Schuylkill Valley Traction,	79,949	4,771	84,718

TABLE C—INCOME—Continued.

Name of Company.	Gross earnings from operations.	Income from other sources.	Total income.
Scranton,	608,644	5,378	614,022
Shamokin and Edgewood,	19,100	236	19,336
Shamokin and Mt. Carmel,	63,589	594	64,183
South Side, Williamsport,	13,302	.....	13,302
Southern Traction e,	413,251	7,847	421,098
Southwestern,	43,276	1,270	44,546
Stroudsburg,	6,875	.....	6,875
Sunbury and Northumberland,	13,931	7,516	21,447
Suburban Rapid Transit,	125,902	675	126,577
Susquehanna Traction,	20,228	.....	20,228
Tamaqua and Landsford,	54,065	615	54,680
Tarentum Traction,	25,328	730	26,058
Titusville Electric Traction,	26,418	.....	26,418
United Traction of Philadelphia,	13,307,169	124,512	13,431,681
United Traction of Pittsburg,	1,927,154	30,960	1,958,114
United Traction of Reading,	315,361	106,197	421,558
Valley,	23,612	99	23,711
Vallamont Traction,	17,736	2,700	20,236
Warren,	39,285	2,619	41,904
Washington,	42,261	235	42,496
Waverly, Sayre and Athens Traction,	14,108	690	14,798
West Chester,	17,083	.....	17,083
West End Traction d,	149,362	3,356	152,718
Westmoreland,	44,309	.....	44,309
Wilkes-Barre, Dallas and Harvey's Lake,	43,376	167	43,543
Wilkes-Barre and Wyoming Valley Traction,	603,944	3,282	607,226

Williamsport,	92,028	1,751	93,779
Wilkinsburg and East Pittsburg,	180,180	3,607	183,787
Yardley, Morrisville and Trenton,	505	.....	505
York,	75,562	688	76,250
Total,	$26,424,396	$973,747	$27,398,143

a This road was leased to the Lehigh Valley Traction Company November 30, 1900, and operating figures are up to that date.
b This road leased to Media, Middletown, Ashton and Chester Electric Railway Company December 24, 1900, operating figures given to that date.
c Operating figures from April 8, 1901.
d This road absorbed by Southern Traction Company. Operating figures are for three months, June 30, to September 30, 1900.
e Operating figures for nine months.
f Operating figures for six months.
g Operating figures for six months ending December 31, 1900.
h Operating figures for two months ending June 30, 1900.
i Operating figures from July 1, 1900, to March 26, 1901.
j Operating figures from March 26, 1901, to June 30, 1901.

TABLE D—DISBURSEMENTS.

Name of Company.	Operating expenses.	Taxes.	Interest on funded debt.	Rentals.	Other expenses.	Dividends.	Total.
Allentown and Kutztown Traction,	$24,961	$300	$5,805	.....	$12,535	.....	$43,601
Altoona and Logan Valley,	53,259	5,427	25,000	.....	1,506	$26,122	111,314
Ashland and Centralia,	4,920	75	2,400	$1,618	79	.....	9,092
Beaver Valley Traction,	66,526	2,109	29,715	.....	8,362	.....	106,712
Bradford,	27,112	1,222	5,500	.....	2,805	.....	36,639
Butler,	11,287	175	672	.....	.....	.....	12,134
Carbon County h,	8,320	437	4,395	.....	.....	.....	13,152
Carlisle and Mt. Holly,	740	.....	.....	.....	.....	.....	740
Charleroi and West Side,	12,533	933	7,350	.....	1,615	.....	22,431
Chester Traction,	207,616	9,650	12,500	49,140	.....	30,000	308,906
Citizens' Traction, Oil City,	20,645	20	.....	.....	150	.....	20,815
City, Altoona,	55,713	3,058	2,500	.....	.....	20,000	81,271
Conestoga Traction,	176,545	10,206	40,420	56,816	74	.....	284,061
Connellsville Suburban,	11,920	414	.....	636	.....	2,500	15,470
Consolidated Traction Company,	1,362,565	203,838	317,786	551,100	13,373	720,000	3,168,662
Cumberland Valley Traction,	17,129	557	250	.....	50	.....	17,986
Delaware County and Philadelphia,	46,403	3,165	3,840	.....	518	27,000	80,926
Doylestown and Willow Grove,	23,063	1,365	20,000	.....	.....	.....	44,428
DuBois Traction,	8,180	117	1,020	.....	521	.....	9,838
East End,	4,195	312	1,092	.....	.....	.....	5,599
East McKeesport,	603	219	667	.....	.....	.....	1,489
Easton and Nazareth,	3,521	125	12,500	.....	6,021	.....	22,167
Easton Transit Company a,	43,833	3,957	9,577	7,417	23,275	.....	88,059
Erie Electric Motor,	141,348	10,297	26,025	.....	.....	.....	177,670
Erie Traction Company,	9,639	.....	6,250	81	1,054	.....	17,024
Franklin,	17,839	267	3,042	.....	.....	.....	21,148

Gettysburg Transit,	2,453	178	17,500	.....	.....	.....	20,131
Hanover and McSherrytown,	3,745	74	231	25	2,200	.....	6,275
Harrisburg and Mechanicsburg,	21,862	1,989	9,732	.....	3,698	.....	37,281
Harrisburg Traction,	162,531	33,393	4,500	62,805	46,422	100,000	409,651
Holmesburg, Tacony and Frankford,	66,413	3,595	20,000	4,121	1,921	17,250	113,300
Johnstown,	83,090	8,279	30,413	.....	77,501	.....	199,283
Kittanning and Ford City,	19,855	590	1,650	117	12,800	.....	35,012
Lebanon Valley,	27,349	3,627	25,000	.....	1,231	5,000	62,207
Lehigh Traction,	55,517	7,042	35,737	.....	11,468	.....	109,764
Lehigh Valley Traction,	277,099	7,289	120,000	71,317	.....	79,988	555,693
Lewisburg, Milton and Watsontown,	16,553	1,155	7,500	.....	.....	.....	25,208
Lewistown and Reedsville,	19,841	199	7,500	.....	.....	.....	27,540
Lykens and Williams Valley,	11,512	1,041	8,400	150	.....	.....	21,103
McKeesport, Wilmerding and Duquesne g,	36,470	2,334	2,295	.....	8,990	.....	50,089
Mauch Chunk, Lehignton and Slatington i,	10,518	3	.....	.....	.....	.....	10,521
Meadville,	25,978	.....	7,500	.....	.....	.....	33,478
Media, Middletown, Ashland and Chester,	19,933	134	.....	.....	902	.....	20,969
Monongahela,	224,153	8,639	50,000	.....	1,020	.....	283,812
Monongahela City,	2,548	229	.....	.....	.....	.....	2,777
Montgomery and Chester,	11,283	.....	5,000	.....	.....	.....	16,283
Montoursville,	13,431	644	.....	.....	.....	.....	14,075
Mount Troy and Reserve Township,	4,791	4	.....	.....	.....	.....	4,795
New Castle,	78,064	5,940	25,000	.....	1,524	.....	110,528
Newtown,	42,170	3,551	6,636	6,724	.....	.....	59,081
Oil City,	51,697	70	1,500	1,548	.....	.....	54,815
Olean, Rock City and Bradford,	27,585	1,443	10,000	492	551	.....	40,071
Patterson Heights,	1,352	10	146	.....	.....	.....	1,508
People's, Nanticoke and Newport,	20,322	754	6,000	.....	.....	.....	27,076
Philadelphia and Chester,	5,981	253	9,000	.....	.....	.....	15,234
Philadelphia, Morton and Swarthmore b,	14,530	1,660	.....	.....	1,791	.....	17,981
Philadelphia and West Chester Traction,	74,489	9,056	20,000	.....	.....	.....	103,545
Pittsburg, and Birmingham Traction,	225,699	31,368	145,279	54,347	67,702	90,000	614,395
Pittsburg, McKeesport and Connellsville,	57,748	521	29,758	.....	.....	.....	88,027
Pottstown,	20,291	700	938	.....	1,470	.....	23,399
Pottsville Union Traction,	88,789	2,319	500	60,972	2,167	.....	154,747
Punxsutawney,	16,632	804	.....	14,978	.....	1,200	33,614
Quakertown Traction,	20,547	655	4,008	.....	1,024	.....	26,234
Reading and Southwestern,	34,062	.....	4,605	.....	.....	.....	38,667
Ringing Rocks,	10,918	.....	.....	.....	.....	.....	10,918
River View,	3,926	.....	.....	.....	.....	.....	3,926
Roxboro, Chestnut Hill and Norristown Traction,	83,879	5,268	18,550	4,375	8,492	17,856	138,420
Schuylkill Traction,	72,334	2,822	31,786	1,387	16,578	.....	124,907
Schuylkill Valley Traction,	66,306	3,927	10,113	14,650	59	.....	95,055

TABLE D—DISBURSEMENTS—Continued.

Name of Company.	Operating expenses.	Taxes.	Interest on funded debt.	Rentals.	Other expenses.	Dividends.	Total.
Scranton,	354,458	19,200	200,880	.....	.....	30,000	604,538
Shamokin and Edgewood,	18,194	318	3,000	.....	.....	.....	21,512
Shamokin and Mt. Carmel,	30,483	851	10,000	493	28,028	.....	69,855
South Side, Williamsport,	10,237	564	1,500	.....	.....	.....	12,301
Southern Traction e,	214,012	26,747	167,993	.....	982	.....	409,734
Southwestern,	37,751	1,504	18,717	.....	501	.....	58,473
Stroudsburg,	4,443	211	.....	.....	.....	1,384	6,038
Sunbury and Northumberland,	18,008	137	3,335	.....	.....	.....	21,480
Suburban Rapid Transit,	66,773	2,694	12,000	17,449	11,642	.....	110,558
Susquehanna Traction,	17,528	105	2,011	.....	72	.....	19,716
Tamaqua and Landsford,	24,722	1,279	10,186	.....	200	5,000	41,387
Tarentum Traction,	16,707	1,557	6,000	.....	410	.....	24,674
Titusville Electric Traction,	16,867	271	6,000	.....	1,363	.....	24,501
United Traction of Philadelphia,	5,836,185	1,029,964	.....	5,297,704	406,561	.....	12,570,414
United Traction of Pittsburg,	914,276	118,015	501,525	33,467	16,950	150,000	1,734,233
United Traction of Reading,	203,848	14,566	7,495	133,853	36,682	20,000	416,444
Valley,	25,104	585	4,500	.....	.....	.....	30,189
Vallamont Traction,	11,527	1,032	.....	.....	6,000	.....	18,559
Warren,	25,796	1,437	3,750	.....	.....	.....	30,983
Washington,	27,781	1,249	6,250	.....	5,705	.....	40,985
Waverly, Sayre and Athens Traction,	21,496	613	2,250	.....	.....	.....	24,359
West Chester.	13,637	455	2,308	600	25	.....	17,025
West End Traction d,	76,779	2,301	120	.....	.....	.....	79,200
Westmoreland,	34,642	770	.....	.....	.....	.....	35,412
Wilkes-Barre, Dallas and Harvey's Lake,	28,777	1,350	7,500	.....	91	8,000	45,718
Wilkes-Barre and Wyoming Valley Traction,	347,210	23,407	90,850	24,033	41,062	150,000	676,562

Williamsport,	67,346	3,480	10,800	.....	.....	.....	81,626
Wilkinsburg and East Pittsburg,	115,153	10,706	50,000	.....	3,936	.....	179,795
Yardley, Morrisville and Trenton,*	839	.....	.....	.....	.....	.....	839
York,	45,232	2,575	7,500	1,314	10,169	4,989	71,779
Total,	$13,111,472	$1,676,746	$2,342,553	$6,473,729	$931,828	$1,506,289	$26,042,617

*In operation May and June only.
a See foot note "a," Table "C."
b See foot note "b," Table "C."
c See foot note "c," Table "C."
d See foot note "d," Table "C."
e See foot note "e," Table "C."
f See foota note "f," Table "C."
g See foot note "g," Table "C."
h See foot note "l," Table "C."
i See foot note "j," Table "C."

TABLE E—MILEAGE, EQUIPMENT, PERSONS EMPLOYED AND PASSENGERS CARRIED.

Name of Company.	Total mileage of single track and branches operated.	Total length of all tracks operated.	Total number of cars.	Total number of employes.	Total compensation.	Total number of passengers carried.
Allentown and Kutztown Traction,	20.00	20.75	23	.....	.....	820,203
Altoona and Logan Valley,	15.25	18.69	40	55	$26,727	2,163,027
Ashland and Centralia,	3.00	3.00	.....	.....	.....	231,152
Beaver Valley Traction,	15.18	22.50	38	69	34,823	2,296,833
Bradford,	10.93	11.47	14	23	13,479	830,225
Butler,	7.00	7.25	7	28	11,270	288,142
Carbon County h,	.....	.....	.....	18	4,325	181,295
Carlisle and Mt. Holly,	6.00	6.60	8	16	435	27,469
Charleroi, West Side,	4.81	4.81	10	15	6,228	794,270
Chester Traction,	32.89	32.89	79	150	106,832	6,305,255
Citizens' Traction, Oil City,	3.93	4.31	11	15	7,760	319,985
City, Altoona,	7.00	7.50	29	42	24,771	2,411,285
Conestoga Traction,	65.26	65.26	78	187	100,600	3,701,725
Connellsville Suburban,	2.35	2.50	4	11	5,912	453,557
Consolidated Traction Company,	68.06	126.38	691	1,528	905,575	61,609,802
Cumberland Valley Traction,	18.00	18.00	12	21	7,735	398,838
Delaware County and Philadelphia,	10.00	12.00	20	44	23,424	1,531,294
Doylestown and Willow Grove,	12.16	12.16	11	32	15,327	845,214
Du Bois Traction,	2.25	2.25	6	5	2,031	273,867
East End,	2.50	2.50	2	6	1,963	145,402
East McKeesport,	3.55	7.10	.....	.....	.....	257,794
Easton and Nazareth,	9.40	10.00	12	22	5,924	220,156
Easton Transit Company a,	.....	.....	.....	164	94,741	2,197,900
Erie Electric Motor,	22.33	26.50	82	134	83,503	3,978,621
Erie Traction c,	26.50	27.50	18	39	24,910	49,253
Franklin,	3.50	3.74	8	25	9,183	494,262

Gettysburg Transit,	9.50	9.50	6	.....	.....	95,115
Hanover and McSherrytown,	3.63	3.63	4	5	818	144,273
Harrisburg and Mechanicsburg,	7.00	7.00	6	16	7,157	732,459
Harrisburg Traction,	43.00	49.00	106	190	99,590	8,795,315
Holmesburg, Tacony and Frankford,	5.39	17.29	45	78	38,664	2,252,919
Johnstown,	23.40	30.10	64	108	50,187	4,071,718
Kittanning and Ford City,	4.46	4.47	6	.....	.....	639,208
Lebanon Valley,	24.00	24.00	19	35	14,486	1,401,398
Lehigh Traction,	17.61	20.09	47	76	43.322	2,551,625
Lehigh Valley Traction,	101.90	120.40	95	442	283,314	10,892,114
Lewisburg, Milton and Watsontown,	10.00	10.00	8	19	8,444	493,464
Lewistown and Reedsville,	6.00	6.25	9	31	10,635	671,598
Lykens and William's Valley,	9.70	10.00	6	13	7,378	451,554
McKeesport, Wilmerding and Duquesne g,	.....	.....	.....	g 54	16,574	976,912
Mauch Chunk, Lehighton and Slatington i,	4.00	4.00	9	19	3,247	92,842
Meadville,	11.00	11.00	11	66	17,290	813,500
Media, Middletown, Ashland and Chester,	12.07	13.09	.....	48	.....	491,307
Monongahela,	12.62	23.63	109	118	83,829	9,221,189
Monongahela City,	2.10	2.10	2	.....	.....	110,965
Montgomery and Chester,	6.00	6.00	4	.....	5,398	289,966
Montoursville,	5.30	5.50	7	15	5,744	322,542
Mount Troy and Reserve Township,	2.75	2.75	2	7	2,858	39,900
New Castle Traction,	10.80	19.20	54	117	53,896	3,036,520
Newtown,	27.89	27.89	15	45	17,345	836,365
Oil City,	3.95	4.58	20	55	17,659	932,828
Olean, Rock City and Bradford,	15.40	16.20	12	19	13,672	702,584
Patterson Heights,	.30	.40	1	.....	.....	26,044
People's, Nanticoke and Newport,	6.00	6.00	10	18	10,015	513,842
Philadelphia and Chester,	8.00	8.00	.....	13	4,392	122,129
Philadelphia, Morton and Swarthmore b,	.....	.....	.....	24	.....	204,639
Philadelphia and West Chester Traction,	20.00	20.00	23	84	47,826	587,926
Pittsburg and Birmingham Traction,	27.50	33.80	78	241	187,757	11,408,673
Pittsburg, McKeesport and Connellsville,	33.50	33.50	34	132	42,973	1,446,748
Pottstown,	6.00	6.00	14	18	8,573	574,820
Pottsville Union Traction,	32.80	37.10	53	117	64,074	3,358,881
Punxsutawney,	6.00	6.00	10	16	13,632	668,078
Quakertown Traction,	10.50	10.50	13	20	10,686	396,932
Reading and South Western,	7.00	7.50	20	38	19,241	872,442
Ringing Rocks,	3.70	4.10	11	.....	.....	172,630
River View,	3.51	3.63	3	5	2,351	60,014
Roxboro, Chestnut Hill and Norristown Traction,	18.30	20.60	61	109	57,959	2,666,955
Schuylkill Traction,	27.00	28.00	36	132	50,258	2,536,121
Schuylkill Valley Traction,	22.41	22.41	35	86	42,299	1,968,102
Scranton,	76.69	76.69	166	488	245,059	12,711,103

TABLE E—MILEAGE, EQUIPMENT, PERSONS EMPLOYED AND PASSENGERS CARRIED—Continued.

Name of Company.	Total mileage of single track and branches operated.	Total length of all tracks operated.	Total number of cars.	Total number of employes.	Total compensation.	Total number of passengers carried.
Shamokin and Edgewood,	3.20	3.20	11	19	8,340	450,923
Shamokin and Mt. Carmel,	19.00	19.25	22	42	20,132	1,560,982
South Side, Williamsport,	1.80	1.80	2	7	3,955	347,309
Southern Traction e,	29.30	48.80	89	350	159,477	8,794,441
Southwestern,	3.25	16.00	26	41	22,240	881,904
Stroudsburg,	2.25	2.25	7	6	2,424	121,392
Sunbury and Northumberland,	3.40	3.90	7	19	7,533	303,006
Suburban Rapid Transit,	5.53	14.61	19	86	46,941	2,529,586
Susquehanna Traction,	5.50	5.50	6	17	8,729	411,086
Tamaqua and Landsford,	9.00	10.92	23	22	3,180	1,100,111
Tarentum Traction,	4.44	4.44	7	20	12,271	643,174
Titusville Electric Traction,	11.00	12.00	13	23	3,470	495,578
United Traction of Philadelphia,	343.08	457.36	3,082	7,381	4,141,410	302,225,286
United Traction of Pittsburg,	65.41	117.13	353	903	613,728	40,659,674
United Traction of Reading,	54.00	54.00	103	199	130,776	7,090,173
Valley,	4.45	4.45	6	23	10,378	472,245
Vallamont Traction,	3.60	3.60	6	10	5,041	472,274
Warren,	8.75	8.75	15	24	12,658	982,110
Washington,	3.23	3,26	12	19	14,177	845,227
Waverly, Sayre and Athens Traction,	6.00	6.00	.....	.....	16,457	292,443
West Chester,	6.00	6.00	9	17	6,544	243,190
West End Traction d,	.....	.....	.....	255	44,098	3,035,938
Westmoreland,	12.50	15.00	15	31	15,325	949,374
Wilkes-Barre, Dallas and Harvey's Lake,	12.48	12.48	18	35	20,053	696,455
Wilkes-Barre and Wyoming Valley Traction,	64.00	64.00	760	305	176,983	12,517,471
Williamsport,	6.50	8.00	16	49	23,158	2,135,425

Wilkinsburg and East Pittsburg,	11.20	22.40	107	90	63,486	4,382,249
Yardley, Morrisville and Trenton,	3.00	3.00	1	8	.....	10,103
York,	11.50	12.25	46	61	25,880	1,822,420
Total,	1,768.90	2,167.91	6,618	15,828	$8,745,024	580,654,629

a See foot note "a," Table "C."
b See foot note "b," Table "C."
c See foot note "c," Table "C."
d See foot note "d," Table "C."
e See foot note "e," Table "C."
f See foot note "f," Table "C."
g See foot note "g," Table "C."
h See foot note "i," Table "C."
i See foot note "j," Table "C."

TABLE F—ACCIDENTS.

Name of Company.	Passengers.		Employes.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allentown and Kutztown Traction,	....	....	....	1	....	....	....	1
Beaver Valley Traction,	....	....	....	....	1	....	1	....
Bradford,	....	1	....	....	....	....	....	1
Butler,	....	....	....	1	....	....	....	1
Carbon County,	....	....	....	....	1	....	1	....
Chester Traction,	....	59	....	7	2	19	2	85
Conestoga Traction,	....	....	....	....	2	....	2	....
Consolidated Traction Company,	4	223	3	43	31	159	38	425
Delaware County and Philadelphia,	1	5	....	....	....	....	1	5
Easton Transit Company a,	....	3	....	....	....	1	....	4
Erie Electric Motor,	....	7	....	....	1	....	1	7
Erie Traction,	....	....	....	2	1	....	1	2
Harrisburg Traction,	....	13	....	2	....	14	....	29
Holmesburg, Tacony and Frankford,	....	29	....	3	....	16	....	48
Lebanon Valley,	....	17	....	....	1	2	1	19
Lehigh Traction,	....	....	....	....	1	....	1	....
Lehigh Valley Traction,	....	53	....	6	3	15	3	74
Lewistown and Reeedsville,	....	1	....	1	....	....	....	2
Lykens and Williams Valley,	....	1	....	....	....	....	....	1
McKeesport, Wilmerding and Duquesne g,	3	....	....	1	....	....	3	1
Monongahela,	....	....	1	....	4	....	5	....
Mount Troy and Reserve Township,	....	....	....	1	....	....	....	1
New Castle Traction,	....	10	....	6	....	1	....	17
Newtown,	....	2	....	1	....	....	....	3
Oil City,	....	1	....	1	....	....	....	2
Olean, Rock City and Bradford,	....	2	....	....	....	....	....	2
People's, Nanticoke and Newport,	....	2	....	....	....	....	....	2
Philadelphia and Chester,	....	1	....	1	....	1	....	3
Philadelphia and West Chester Traction,	....	7	....	3	....	....	....	10

Pittsburg and Birmingham Traction,	....	....	....	....	3	....	3	....
Pittsburg, McKeesport and Connellsville,	....	28	....	2	3	....	3	30
Pottsville Union Traction,	....	2	....	1	....	....	....	3
Roxboro, Chestnut Hill and Norristown Traction,	1	11	....	2	1	7	2	20
Schuylkill Traction,	....	9	....	....	2	1	2	10
Schuylkill Valley Traction,	....	7	....	....	....	6	....	13
Scranton,	1	88	1	6	4	37	6	131
Shamokin and Mt. Carmel,	....	1	....	....	....	....	....	1
Southern Traction e,	2	10	....	1	6	13	8	24
Southwestern,	....	11	....	....	2	16	2	27
Suburban Rapid Transit,	1	11	....	2	....	30	1	43
Tamaqua and Landsford,	....	1	....	....	....	....	....	1
United Traction of Philarelphia,	10	223	3	15	17	85	30	323
United Traction of Pittsburg,	7	73	....	9	20	86	27	168
United Traction of Reading,	1	18	....	1	2	27	3	46
Valley,	....	....	1	....	....	....	1	....
Warren,	....	6	....	....	....	....	....	6
West Chester,	....	....	....	....	....	1	....	1
West End Traction d,	....	....	....	....	2	7	2	7
Westmoreland,	....	....	....	1	....	1	....	2
Wilkinsburg and East Pittsburg,	....	....	1	....	....	....	1	....
Wilkes-Barre, Dallas and Harvey's Lake,	....	26	....	1	....	4	....	31
Wilkes-Barre and Wyoming Valley Traction,	2	88	4	8	1	49	7	145
Total,	33	1,050	14	129	111	598	158	1,777

a See foot note "a," Table "C."
d See foot note "d," Table "C."
e See foot note "e," Table "C."
g See foot note "g," Table "C."

TABLE G—SHOWING COMPILATION OF CAPITALIZATION, INDEBTEDNESS, COST OF ROAD AND EQUIPMENT, INCOME AND DISBURSEMENTS OF STREET RAILWAY LINES LEASED AND OPERATED BY OTHER CORPORATIONS.

Name of Company.	Capital stock outstanding.	Funded and unfunded indebtedness.	Cost of road and equipment (not included in report of lessee company) and other assets.	Income through rental of road and other sources.	Dividends paid.	Other disbursements.
Allegheny Traction,	$500,000	$768,500	$1,615,088	$25,600	$12,500	$2,596
Allentown and Slatington,	240,000	425,000	665,627	13,250	6,000	6,623
Bethlehem and Nazareth,	150,000	150,000	300,000	15,000	7,500	7,500
Bristol,	50,000	50,000	50,000	.....	.....	.....
Catharine and Bainbridge,	400,000	384,698	784,821	24,623	24,000	500
Carbondale Railway,	450,000	450,000	900,000	.....	.....	.....
Centennial,	15,000	12,556	26,258	900	900	.....
Central Traction,	1,500,000	380,586	1,550,234	46,000	45,000	.....
Chelton Avenue,	39,000	139,322	167,559	2,340	2,340	.....
Chester,	150,000	.....	150,688	15,200	15,000	152
Chester, Darby and Philadelphia,	100,000	125,000	225,653	13,450	6,000	7,450
Chester and Delaware,	50,000	.....	50,000	5,200	.....	5,200
Chester and Media,	100,000	100,000	200,687	11,200	6,000	5,150
Citizens', Clearfield and Cambria,	6,000	29,403	35,403	360	360	.....
Citizens', Norristown,	79,520	80,000	163,589	1,000	1,826	125
Citizens', Philadelphia,	500,000	.....	500,000	140,000	140,000	.....
Citizens', Pittsburg,	3,000,000	1,547,698	4,887,839	181,500	180,000	1,303
Citizens', East End,	150,000	53,508	68,508	900	900	.....
Coal Castle,	15,000	30,000	45,000	3,256	.....	3,256
Collegeville,	2,500	9,572	12,072	.....	.....	.....
Coplay, Egypt and Iron,	60,000	150,000	210,000	.....	.....	.....
Conshohocken,	145,900	104,142	252,091	.....	.....	.....

Continental,	580,000	952,261	1,569,815	120,056	120,000	50
Duquesne Traction,	3,000,000	1,502,404	4,505,204	121,549	120,000	5,453
East Reading,	100,000	29,246	129,305	9,463	7,600	1,803
Easton and Bethlehem Transit Company,	125,000	61,461	186,461	3,600	.....	3,600
Easton, Palmer and Bethlehem,	200,000	200,000	433,958	.....	.....	.....
Easton Transit Company,	300,000	413,856	774,997	.....	.....	.....
Electric Traction,	8,297,920	424,219	8,734,525	581,220	581,220	.....
Empire,	600,000	905,715	1,641,355	247,659	36,000	211,628
Fairmount Park and Hadding,	300,000	25,011	325,902	18,500	18,000	287
Federal Street and Pleasant Valley,	1,400,000	1,250,000	2,650,000	70,500	70,000	500
Frankford and Southwark,	1,875,000	8,822	1,893,530	602,135	600,000	2,098
Freemansburg,	150,000	30,000	180,000	.....	.....	.....
Germantown,	572,860	93,662	976,994	168,500	157,500	11,537
Girard Avenue,	5,000	132,951	137,796	300	300	.....
Greensburg and Hempfield,	60,000	.....	66,057	†680	.....	816
Green and Coates Streets,	150,000	21,917	326,383	61,082	60,000	1,090
Harrisburg City,	125,000	1,920	128,187	15,846	15,000	559
Hestonville, Mantua and Fairmount,	833,281	1,622,785	2,539,754	113,726	110,678	3,000
Hillcrest Avenue,	10,000	52,896	62,896	600	600	.....
Huntingdon Street Connecting,	6,000	21,740	27,740	610	360	250
Kessler Street Connecting,	5,000	20,080	25,087	556	300	250
Lackawanna Valley Traction,	400,000	115,000	502,518	.....	.....	.....
Lancaster and Columbia,	37,500	225,000	262,761	18,750	7,500	11,250
Lancaster, Mechanicsburg and New Holland,	298,900	37,459	336,359	.....	.....	.....
Lehigh Avenue,	600,000	.....	553,247	.....	.....	.....
Middletown, Highspire and Steelton,	100,000	.....	100,297	10,400	10,000	325
Montgomery County,	150,000	15,000	154,918	.....	.....	.....
Mount Vernon,	24,000	.....	24,000	.....	.....	.....
Newtown, Langhorne and Bristol,	118,000	112,700	230,700	6,756	6,756	.....
Northampton Central,	72,000	17,480	89,480	.....	.....	.....
Northern, Philadelphia,	15,000	20,281	35,372	900	900	.....
Norristown,	75,000	75,000	157,460	2,000	3,660	.....
Oil City Station,	31,745	567	38,074	1,548	.....	.....
Pennsylvania Motor Company,	120,000	89,180	209,180	3,600	.....	3,600
People's, Philadelphia,	924,056	6,884,823	8,096,047	232,319	232,319	.....
Philadelphia, Cheltenham and Jenkintown,	60,000	948,512	1,008,512	3,600	3,600	.....
Philadelphia City,	475,000	419,315	963,460	152,838	150,000	2,277
Philadelphia and Darby,	200,000	100,000	300,000	50	*	50
Philadelphia and Gray's Ferry,	309,707	77	315,819	52,559	49,484	1,097
Philadelphia and Lehigh Valley Traction,	200,000	200,000	400,000	.....	.....	.....
Philadelphia, Morton and Swarthmore,	285,000	1,312	279,308	.....	.....	.....
Philadelphia Traction,	20,000,000	4,793,513	24,854,433	3,357,690	1,600,000	1,758,886

TABLE G—Continued.

Name of Company.	Capital stock outstanding.	Funded and unfunded indebtedness.	Cost of road and equipment (not included in report of lessee company) and other assets.	Income through rental of road and other sources.	Dividends paid.	Other disbursements.
Pittsburg Traction,	1,900,000	1,168,658	3,564,884	183,500	175,000	12,517
Pittston and Scranton,	60,000	1,382	61,382	.....	.....	.....
Pottsville and Reading,	56,600	100,000	156,000	7,200	.....	7,200
Reading City,	350,000	115,000	493,453	41,971	37,500	2,048
Reading and Temple,	71,700	71,700	160,643	6,504	7,297	2,918
Reading Traction,	1,000,000	660,504	1,659,748	26,047	25,000	2,132
Ridge Avenue,	420,000	186,746	646,891	184,038	180,000	2,000
Ridge Avenue Connecting,	6,000	9,300	15,300	610	360	250
Schuylkill,	650,000	500,000	1,150,000	33,500	.....	33,500
Schuylkill River,	50,000	.....	50,000	.....	*	.....
Schuylkill Haven and Orwigsburg,	30,000	60,000	90,000	3,000	.....	3,000
Scranton and Carbondale Traction,	500,000	150,791	651,693	2,716	5,000	.....
Scranton and Pittston,	976,125	355,520	1,336,839	10,030	5,857	421
Second and Third Streets,	771,076	296,786	77,274	230,478	.....	221,440
Seventeenth and Nineteenth Streets,	250,000	654,289	904,289	15,250	15,000	250
Slate Belt,	360,000	360,000	720,000	14,850	5,850	9,000
Tamaqua and Pottsville,	60,000	60,000	120,000	3,600	.....	3,600
Thirteenth and Fifteenth Streets,	334,529	590,000	1,108,730	242,391	240,000	1,115
Tustin Street,	120	23,225	23,345	.....	.....	.....
Twenty-second and Allegheny Avenue, Phila.,	500,000	767,500	1,267,638	61,138	60,000	1,000
Union, Philadelphia,	925,000	7,331,506	8,979,548	288,483	285,000	3,483
Walnut Street Connecting,	50,000	99,700	149,716	3,266	3,000	250
West End Traction,	5,000,000	1,504,664	6,644,264	.....	.....	.....

West Philadelphia,	750,000	4,264,311	4,351,290	151,040	150,000	1,040
Wissahickon,	250,000	.....	264,978	4,375	2,151	.....
Total,	$66,215,039	$46,097,732	$113,738,013	$7,993,358	$5,807,118	$2,367,425

*Dividends paid directly to stockholders by lessee.
†No rental received; amount given represents results of operation month of July, 1900.

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